

B.—STATEMENT of the EXPENDITURE charged to the

HEADS OF EXPENDITURE.	ACCOUNTS, 1902-1903.					REVISE	
	INDIA, (RUPEE FIGURES.)		Total India (converted into £ at R15=£1).	England.	TOTAL.		
	Imperial.	Provincial and Local.					
	R	R	£	£	£	R	
Brought forward	11,99,29,073	22,43,77,055	22,953,742	6,360,355	29,314,097	16,35,11,000	
Railway Revenue Account—							
38.—State Railways : Working Expenses	14,71,63,320	2,44,843	9,827,211	...	9,827,211	15,35,52,000	
Interest on Debt	4,72,77,981	...	3,151,865	1,143,504	4,295,369	4,95,57,000	
Annuities in purchase of Railways	...	...	...	2,999,218	2,999,218	...
Interest chargeable against Companies on Advances	25,73,627	49,389	174,868	218,884	393,752	29,28,000	
Interest on Capital deposited by Companies	2,57,616	46,346	20,264	1,150,225	1,170,489	3,88,000	
39.—Guaranteed Companies : Surplus Profits, Land, and Supervision	12,38,368	—	82,558	...	82,558	15,19,000	
Interest	1,24,895	...	8,326	1,026,892	1,035,218	2,28,000	
40.—Subsidized Companies : Land, etc.	6,31,098	2,096	42,213	...	42,213	5,25,000	
41.—Miscellaneous Railway Expenditure	789,597	94,250	58,923	...	55,923	7,50,000	
	TOTAL	20,00,56,502	4,36,924	13,366,228	6,538,723	20,94,53,000	
						4,66,000	
Irrigation—							
42.—Major Works : Working Expenses	71,82,931	41,36,227	754,610	...	754,610	80,53,000	
Interest on Debt	88,53,531	56,83,036	969,105	...	969,105	91,65,000	
43.—Minor Works and Navigation	42,78,598	84,65,580	849,612	1,917	851,529	44,72,000	
	TOTAL	2,03,15,060	1,82,84,843	2,573,327	1,917	2,575,244	
						2,16,90,000	
Other Public Works—							
44.—Military Works	1,55,10,922	...	1,034,062	62,607	1,096,669	1,49,00,000	
45.—Civil Works	72,01,046	5,33,72,214	4,038,217	107,562	4,145,779	88,47,000	
45 A.—Construction of Railways charged to Provincial or Local Revenues	...	8,19,892	54,659	...	54,659	...	
	TOTAL	2,27,11,968	5,41,92,106	5,126,938	170,169	5,297,107	
						2,37,47,000	
						5,83,04,000	
Army Services—							
46.—Army : Effective	17,09,99,003	...	11,399,934	2,926,858	14,326,792	18,20,14,000	
Non-Effective	98,37,015	...	655,801	2,363,799	3,019,600	1,00,42,000	
	TOTAL	18,08,36,018	...	12,055,735	5,290,657	17,346,392	
						19,10,56,000	
						...	
Special Defence Works—							
47.—Special Defences (1902)	...	...	...	...	...	3,36,000
						...	
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	54,38,48,621	29,72,90,928	56,075,970	18,361,821	74,437,791	61,07,93,000	
						30,34,25,000	
<i>Add</i> —Portion of Allotments to Provincial Governments not spent by them in the year	...	42,81,898	285,460	...	72,425	2,07,17,000	
<i>Deduct</i> —Portion of Provincial Expenditure defrayed from Provincial Balances	...	53,68,273	357,885	...	72,425	26,99,000	
Total Expenditure charged to Revenue	54,38,48,621	29,62,04,553	56,003,545	18,361,821	74,355,355	61,07,93,000	
						32,14,43,000	

ACCOUNTS, 1902-1903.				
INDIA.		England.	Total	£
Amount in Rupees.	Equivalent in £ at R15=£1.			
R	£	£	£	£
4,55,19,860	3,034,657	1,529,344	4,564,000	
83,62,673	557,512	6,679	564,100	
TOTAL	5,33,82,513	3,592,169	1,536,023	5,128,190

Capital Expenditure not charged to Revenue—

48.—State Railways	4,55,19,860	3,034,657	1,529,344	4,564,000
49.—Irrigation Works	83,62,673	557,512	6,679	564,100
	TOTAL	5,33,82,513	3,592,169	5,128,190

Revenues of India, in India and in England—continued.

ESTIMATE, 1903-1904.			Increase + Decrease — of Revised, as compared with Budget Estimate, 1903-1904.	BUDGET ESTIMATE, 1904-1905.					Increase + Decrease — of Budget, 1904-1905, as compared with Budget Estimate, 1903-1904.	Increase + Decrease — of Budget, 1904-1905, as compared with Revised Estimate, 1903-1904.	
Total India (converted into £ at Rs 15 = £ 1).	England.	TOTAL.		INDIA, (RUPEE FIGURES.)		Total India (converted into £ at Rs 15 = £ 1).	England.	TOTAL.			
£	£	£		£	R	£	£	£	£		
25,564,700	6,407,300	32,372,000	+ 1,940,600	13,75,86,000	23,15,73,000	24,610,600	6,451,400	31,062,000	+ 630,600	- 1,310,000	
10,255,800	...	10,255,800	+ 352,600	15,80,99,000	3,60,000	10,563,900	...	10,563,900	+ 660,700	+ 308,100	
3,303,800	1,140,400	4,444,200	+ 25,300	5,22,57,000	...	3,483,800	1,140,800	4,624,600	+ 205,700	+ 180,400	
...	3,004,600	3,004,600	+ 700	...	...	...	3,008,500	3,008,500	+ 4,600	+ 3,900	
197,700	218,900	416,600	+ 700	32,19,000	49,000	217,860	238,400	456,200	+ 40,300	+ 39,600	
28,900	1,193,500	1,222,400	- 37,000	6,62,000	68,000	48,700	1,234,300	1,283,000	+ 23,600	+ 60,600	
101,300	...	101,300	+ 6,700	18,93,000	...	126,200	...	126,200	+ 31,600	+ 24,900	
15,200	1,032,800	1,048,000	- 9,300	1,22,000	...	8,100	1,056,100	1,064,200	+ 6,900	+ 16,200	
35,500	...	35,500	- 44,000	10,00,000	1,55,000	77,000	...	77,000	- 2,500	+ 41,500	
56,400	...	56,400	- 3,300	8,00,000	70,000	58,000	...	58,000	- 1,700	+ 1,600	
3,994,600	6,590,200	20,584,800	+ 292,400	21,80,52,000	7,02,000	14,583,500	6,678,100	21,261,600	+ 969,200	+ 676,800	
803,600	...	803,600	+ 45,700	82,00,000	41,18,000	821,200	...	821,200	+ 63,300	+ 17,600	
993,000	...	993,000	- 1,400	95,52,000	58,00,000	1,023,500	...	1,023,500	+ 29,100	+ 30,500	
895,800	2,200	.898,000	- 82,300	47,56,000	81,66,000	861,500	1,700	863,200	- 117,100	- 34,800	
1,092,400	2,200	2,694,600	- 38,000	2,25,08,000	1,80,84,000	2,706,200	1,700	2,707,900	- 24,700	+ 13,300	
993,300	54,000	1,047,300	+ 1,300	1,55,84,000	...	1,038,900	17,700	1,056,600	+ 10,600	+ 9,300	
4,459,200	95,200	4,545,400	+ 121,100	97,37,000	6,48,50,000	4,975,200	90,800	5,066,000	+ 641,700	+ 520,600	
26,600	...	26,600	- 25,000	...	3,18,000	21,200	...	21,200	- 30,400	- 5,400	
5470,100	149,200	5,619,300	+ 97,400	2,53,21,000	6,52,08,000	6,035,300	108,500	6,143,800	+ 621,900	+ 524,500	
13,194,300	2,669,000	14,803,300	+ 131,900	19,29,78,000	...	12,865,200	3,159,600	16,024,800	+ 1,353,100	+ 1,221,500	
669,400	2,383,600	3,053,000	+ 32,500	98,37,000	...	655,800	2,434,100	3,089,900	+ 69,400	+ 36,900	
13,801,700	5,052,600	17,850,300	+ 164,400	20,28,15,000	...	13,521,000	5,593,700	19,114,700	+ 1,422,800	+ 1,258,400	
22,400	6,000	28,400	- 91,600	16,00,000	...	106,700	150,000	256,700	+ 136,700	+ 228,300	
10,947,900	18,207,500	79,155,400	+ 2,365,200	60,78,82,000	31,55,67,000	61,563,300	18,983,400	80,546,700	+ 3,756,500	+ 1,391,300	
13,81,100	...	{ + 1,201,200	+ 2,584,700	{ ...	...	...	...	{ - 1,316,800	+ 66,700	- 2,518,000	
170,900	...			{ ...	1,97,52,000	1,316,800	...				
2149,100	18,207,500	80,356,600	+ 4,949,900	60,78,82,000	29,58,15,000	60,246,500	18,983,400	79,229,900	+ 3,823,200	- 1,126,700	

REVISED ESTIMATE, 1903-1904.

INDIA.		BUDGET ESTIMATE, 1904-1905.						
Amount in Rupees.	Equivalent in £ at Rs 15 = £ 1.	England.	Total.	INDIA.	Amount in Rupees.	Equivalent in £ at Rs 15 = £ 1.	England.	Total.
£	£	£	£	£	£	£	£	£
66,54,000	3,379,600	1,287,800	4,667,400	6,90,20,000	1,601,300	1,709,000	6,312,300	
60,36,000	535,700	5,500	541,200	1,23,98,000	826,500	6,800	833,300	
57,30,000	3,915,300	1,293,300	5,208,600	8,14,18,000	5,427,800	1,715,800	7,143,600	

C.—Statement of Receipts and Disbursements of the

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Revenue (from Statement A)	76,740,110	694,805	77,434,915	82,348,100	719,700	83,067,800	79,601,100	547,500	80,148,00
Excess of Revenue over Expenditure charged to Revenue.	...	...	3,069,549	...	...	2,711,200	...	...	918,7
Railway and Irrigation Capital not charged to Revenue—									
Capital raised through Companies towards outlay on State Railways (Net)	1,303,361	...	1,303,361	...	...	...	1,650,000	...	1,650,0
OUTLAY OF RAILWAY COMPANIES—									
Repayments	847,041	3,012	850,053	1,063,700	7,300	1,071,000	848,100	2,600	850,7
NET			0			0			
RAISED AND DEPOSITED BY RAILWAY COMPANIES—									
On account of Subscribed Capital	59,000	1,290,155	1,349,155	18,200	200,000	218,200	17,200	3,320,100	3,337,3
NET			1,326,635			0			1,267,3
Permanent Debt Incurred—									
Sterling Debt—									
India Stock	...	1,500,000	...	...	1,500,000	...	...	2,500,000	
Rupee Debt—									
Rupee Loan	1,000,000	...	1,333,300	...	...	2,000,000	...	...
TOTAL	1,000,000	1,500,000	2,500,000	1,333,300	1,500,000	2,833,300	2,000,000	2,500,000	4,500,0
NET			1,039,655			2,146,600			3,411,2
Temporary Debt Incurred—									
Temporary Loans	...	3,500,000	3,500,000	333,300	2,000,000	2,333,300	...	2,000,000	2,000,0
NET			0						
Unfunded Debt—									
Deposits of Service Funds	95,216	...	95,700	...	...	94,100	...	...
Savings Bank Deposits	3,392,085	...	3,541,100	...	...	3,533,800	...	...
TOTAL	3,487,301	...	3,636,800	...	...	3,627,900	...	...	3,627,688,3
Miscellaneous	649,383					731,000			
Deposits and Advances—									
Balances of Provincial Allotments	285,460	...	1,381,100	...	...	...	...	...
Appropriation for Reduction or Avoidance of Debt	564,700	...	586,400	...	...	546,100	...	...
Excluded Local Funds	690,634	...	694,700	...	...	672,000	...	...
Railway Funds	54,567	...	61,800	...	...	58,800	...	...
Deposits of Sinking Funds	9,504	...	9,900	...	...	10,300	...	...
Gold Reserve Fund	264,028	356,085(a)	2,465,700	2,566,200(b)	...	123,300	166,800		
Departmental and Judicial Deposits	16,701,174	...	15,201,700	40,900	...	15,007,700	...		
Advances	13,910,820	68,145	4,916,900	...	...	4,122,900	7,500		
Suspense Accounts	528,619	...	208,000	...	...	5,100	...		
Exchange on Remittance Accounts, net	93	...	18,500	...	...	3,000	...		
Miscellaneous	89,671	...	...	...	...	3,000	...		
TOTAL	33,099,270	424,230	33,523,500	25,545,300	2,607,100	28,152,400	20,549,300	174,300	20,723,5
NET			1,117,156			1,880,700			
Carried over	116,536,083	7,412,202	114,278,700	7,034,100	...	108,295,500	8,544,500		

(a) Includes £263,000 remitted from India by means of Council Bills.

(b) Includes £2,200,000 ditto ditto ditto

Government of India, in India and in England.

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Expenditure, Imperial and Provincial (from Statement B)	56,075,970	18,361,821	74,437,791	60,947,900	18,207,500	79,155,400	61,563,300	18,983,400	80,546,700
Add—Provincial Surpluses transferred to "Deposits"	285,460	...	285,460	1,381,100	...	1,381,100	...	...	...
Deduct—Provincial Deficits charged to "Deposits"	357,885	...	357,885	179,900	...	179,900	1,316,800	...	1,316,800
TOTAL	56,003,545	18,361,821	74,365,366	62,149,100	18,207,500	80,356,600	60,246,500	18,983,400	79,229,900
Excess of Expenditure charged to Revenue, over Revenue—			0			0			0
Railway and Irrigation Capital not charged to Revenue—									
OUTLAY ON IRRIGATION WORKS	557,512	6,679	564,191	535,700	5,500	541,200	826,500	6,800	833,300
OUTLAY ON STATE RAILWAYS	3,034,657	1,529,344	4,564,001	3,379,600	1,287,800	4,667,400	4,601,300	1,709,000	6,310,300
OUTLAY OF RAILWAY COMPANIES—									
Payments for Capital outlay	1,746,024	1,358,899	3,104,923	1,621,400	1,344,900	2,966,300	1,383,100	1,264,900	2,648,000
NET			2,254,870			1,895,300			1,797,300
PAID AND DEPOSITED BY RAILWAY COMPANIES—									
Payments for discharge of Debentures	...	22,520	22,520	...	247,000	247,000	...	2,070,100	2,070,100
NET			0			28,800			0
PERMANENT DEBT DISCHARGED—									
Outstanding Debt—									
India 4 p. c. Stock	...	...	...	...	...	...	...
G. I. P. Railway Debentures	...	1,368,800	...	...	600,000	...	...	1,002,100	
Other Debt—									
4 p. c. Loans	180	...	700	...	...	300	...		
4 p. c. Loans	88,758	...	84,000	...	...	84,000	...		
3½ p. c. Loans	2,594	...	2,000	...	...	2,400	...		
Stock Notes	13	...	...	...	...	...	...
TOTAL	91,545	1,368,800	1,460,345	86,700	600,000	686,700	86,700	1,002,100	1,088,800
NET			0			0			0
TEMPORARY DEBT DISCHARGED—									
Temporary Loans	...	4,000,000	4,000,000	...	3,500,000	3,500,000	333,300	2,000,000	2,333,300
NET			500,000			1,166,700			333,300
REFUNDED DEBT—									
Special Loans	3,374	...	300	...	...	300	...		
Deposits of Service Funds	78,919	...	82,400	...	...	80,800	...		
Savings Bank Deposits	2,755,625	...	2,823,100	...	...	2,858,700	...		
TOTAL	2,837,918	...	2,837,918	2,905,800	...	2,905,800	2,939,800	...	2,939,800
NET			0			0			0
DEPOSITS AND ADVANCES—									
Balances of Provincial Allotments	357,885	...	179,900	...	...	1,316,800	...		
Excluded Local Funds	669,824	...	674,500	...	...	657,500	...		
Railway Funds	52,744	...	68,500	...	...	60,000	...		
Gold Reserve Fund	263,000	356,085	2,465,700	2,566,200	...	123,300	166,800		
Departmental and Judicial Deposits	16,589,506	...	15,193,700	...	...	15,001,300	...		
Advances	13,975,978	94,211	4,765,700	214,800	...	4,118,600	7,900		
Suspense Accounts	33,372	...	121,700	...	...	2,900	...		
Exchange on Remittance Accounts, net	...	...	...	...	...	...	...
Miscellaneous	13,655	84	20,700	300	...	...	...
TOTAL	31,955,964	450,380	32,406,344	23,490,400	2,781,300	26,271,700	21,280,400	174,700	21,455,100
NET			0			0			731,600
Carried over	96,227,165	27,098,443		94,168,700	27,974,000		91,697,600	27,211,000	

C.—Statement of Receipts and Disbursements of the

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward . . .	116,536,083	7,412,202		114,278,700	7,034,100		108,295,500	8,544,500	
Loans and Advances by Imperial Government . . .	687,083	...	687,083	348,400	...	348,400	289,300	...	289,300
NET . . .			17,610			0			50,800
Loans and Advances by Provincial Governments . . .	679,098	...	679,098	790,300	...	790,300	578,500	...	578,500
NET . . .			87,587			280,500			
Remittances—									
Inland Money Orders . . .	20,266,573	...		21,000,000	...		21,666,700	...	
Other Local Remittances . . .	...	...		990,300	...		579,500	...	
Other Departmental Accounts . . .	406,433	...		735,000			780,900		
Net Receipts by Civil Treasuries from—									
Post Office . . .	674,656	...		686,700	...		602,900	...	
Guaranteed Railways . . .	997,050	...		1,145,700	...		1,032,300	...	
Public Works . . .	2,163,933	...		2,865,700	...		847,400	...	
Net Receipts from Civil Treasuries by—									
Telegraph . . .	59,861	...		102,100	...		184,300	...	
Marine . . .	379,220	...		368,800	...		338,800	...	
Military . . .	11,955,716	...		12,976,800	...		13,091,500	...	
Remittance Account between England and India—									
Gold remitted from India . . .	8,418	497,207		...	3,996,900		...		
Purchase of silver . . .	285,000	...		4,055,000	...		...
Railway transactions . . .	1,534,498	1,468,307		1,601,500	16,600		2,747,000	2,453,000	
Other " . . .	679,038	836,482		685,100	2,596,700		511,900	504,000	
TOTAL . . .	39,410,396	2,801,995	42,212,392	47,212,700	6,610,200	53,822,900	42,383,200	2,957,000	45,340,200
NET . . .			0			1,329,900			
Secretary of State's Bills drawn . . .	...	(a) 18,236,947	18,236,947		(b) 21,500,000	21,500,000	...	16,500,000	16,500,000
TOTAL RECEIPTS . . .	157,312,660	28,451,145		162,630,100	35,144,300		151,544,500	28,001,500	
Opening Balance . . .	11,880,301	6,693,137		12,082,416	5,767,787		11,500,016	7,003,387	
GRAND TOTAL . . .	169,192,961	35,144,282		174,712,516	40,912,087		163,044,516	35,004,887	

(a) In addition to £263,000 for remittance of the Gold Reserve Fund.
 (b) In addition to £2,200,000 ditto ditto ditto

G. D. PUDUMJEE,
 Off. Deputy Comptroller Gen.

FORT WILLIAM,
 FINANCE AND COMMERCE DEPARTMENT;
 March 23, 1904.

Government of India, in India and in England—continued.

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
							£	£	£
Brought forward	96,227,165	27,098,413		94,168,700	27,974,000		91,697,600	27,211,000	
Loans and Advances by Imperial Government	669,473	...	669,473	481,900	...	481,900	238,500	...	233,500
NET			0			133,500			0
Loans and Advances by Provincial Governments	591,511	...	591,511	509,800	...	509,800	616,200	...	616,200
NET			0			0			37,700
Remittances—									
Inland Money Orders	20,239,262	...		21,000,000	...		21,666,700	...	
Other Local Remittances	352,630	...		689,000	...		579,500	...	
Other Departmental Accounts	374,948	...		735,000	...		780,900	...	
Net payments into Civil Treasuries by—									
Post Office	674,688	...		686,700	...		602,900	...	
Guaranteed Railways	997,050	...		1,145,700	...		1,032,300	...	
Public Works	2,244,559	...		2,770,100	...		847,400	...	
Issues from Civil Treasuries to—									
Telegraph	62,355			102,100			184,300		
Marine	376,807			368,800			338,800		
Military	11,955,716			12,976,800			13,091,500		
Remittance Account between England and India—									
Gold remitted from India	500,273	...		3,996,900	...		...	...
Purchase of Silver	...	285,000		...	4,055,000		...	...
Railway transactions	1,452,139	1,550,666		16,600	1,001,500		2,453,000	2,747,000	
Other	1,930,948	442,386		2,070,600	278,200		1,084,600	350,600	
TOTAL	41,161,375	2,278,052	43,439,427	46,558,300	5,934,700	52,493,000	42,661,900	3,097,600	45,759,500
NET			1,227,035			0			419,300
Secretary of State's Bills paid	(a) 18,461,021	...	18,461,021	(b) 21,493,800	...	21,493,800	16,769,700	...	16,769,700
DISBURSEMENTS	157,110,545	29,376,495		163,212,500	33,908,700		151,983,900	30,308,600	
Closing Balance	12,082,416	5,767,787		11,500,016	7,003,387		11,060,616	4,696,287	
AND TOTAL	169,192,961	35,144,282		174,712,516	40,912,087		163,044,516	35,004,887	

(a) In addition to £263,000 for payment from the Gold Reserve Fund.
 (b) In addition to £2,200,000 ditto ditto ditto

D. T. BARROW,
Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

D.—Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Settlements.

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	United Provinces of Agra and Oudh.	Punjab.	N. W. Frontier Province.	Madras.	Bombay.	Berar.	Total.	Equivalent in Rs.
	R	R	R	R	R	R	R	R	R	R	R	R	R
Accounts, 1902-1903.													
Balance at end of 1901-1902 . . .	1,40,235	27,12,879	1,51,21,688	8,53,807	68,77,732	59,56,009	30,63,875	1,42,342	85,11,190	84,38,926	6,12,670	5,24,31,353	3,45
Added in 1902-1903 . . .	23,020	...	...	11,65,036	10,71,643	2,05,125	11,60,463	...	3,54,025	...	3,02,586	42,81,898	28
Spent in 1902-1903 . . .	...	6,540	32,59,557	...	...	...	...	4,088	...	20,98,088	...	53,68,273	33
Balance at end of 1902-1903 . . .	1,63,255	27,06,339	1,18,62,131	20,18,843	79,49,375	61,61,134	42,24,338	1,38,254	88,65,215	63,40,838	9,15,256	5,13,44,978	3,45
Revised Estimate, 1903-1904.													
Balance at end of 1902-1903 (by Accounts) . . .	1,63,255	27,06,339	1,18,62,131	20,18,843	79,49,375	61,61,134	42,24,338	1,38,254	88,65,215	63,40,838	9,15,256	5,13,44,978	3,45
Added in 1903-1904 . . .	11,000	...	...	12,92,000	84,53,000	41,45,000	8,88,000	26,000	56,02,000	2,01,000	99,000	2,07,17,000	1,31
Spent in 1903-1904 . . .	...	9,00,000	17,99,000	...	...	...	...	...	...	602,54,032	...	26,99,000	11
Balance at end of 1903-1904 . . .	1,74,255	18,06,339	1,00,63,131	33,10,843	1,64,02,375	1,03,06,134	51,12,338	1,64,254	1,44,67,215	65,41,838	10,14,256	6,93,62,978	4,6
Budget Estimate, 1904-1905.													
Balance at end of 1903-1904 (by Revised Estimate) . . .	1,74,255	18,06,339	1,00,63,131	33,10,843	1,64,02,375	1,03,06,134	51,12,338	1,64,254	1,44,67,215	65,41,838	10,14,256	6,93,62,978	4,6
Spent in 1904-1905 . . .	21,000	8,09,000	39,19,000	4,72,000	36,26,000	28,24,000	26,84,000	16,000	35,75,000	15,03,000	3,03,000	1,97,52,000	1,3
Balance at end of 1904-1905 . . .	1,53,255	9,97,339	61,44,131	28,38,843	1,27,76,375	74,82,134	24,28,338	1,48,254	1,08,92,215	50,38,838	7,11,256	4,96,10,978	3,3

G. D. PUDUMJEE,
Offg. Deputy Comptroller General.

O. T. BARROW,
Offg. Comptroller General.

E. N. BAKER,
Secretary to the Government of I...

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
March 23rd, 1904.

E.—Abstract Statement of the Receipts and Disbursements of the Government of India in India and in England.

Revenue and Expenditure.	Accounts, 1902-03.				Revised Estimate, 1903-04.		Budget Estimate, 1904-05.	
	Revenue.	Expenditure.		Net Receipts.	Net Charges.	Net Receipts.	Net Charges.	Net Receipts.
		Refunds and Assignments.	Cost of Collection and Production.					
<i>Revenue Heads.</i>								
Principal Heads of Revenue.	£	£	£	£	£	£	£	£
Land Revenue (excluding that due to Irrigation)	18,436,845	747,192	2,909,480	14,780,173	15,461,100	15,517,700		
Opium	4,498,438	3,085	1,048,183	2,846,870	3,519,700	2,947,800		
Salt	6,184,405	252,472	345,891	5,580,042	4,556,500	4,496,100		
Stamps	3,473,711	39,309	109,308	3,325,094	3,424,100	3,479,800		
Excise	4,426,642	42,462	189,184	4,194,996	4,660,500	4,750,600		
Provincial Rates	2,747,390	5,941	41,882	2,699,507	2,755,100	2,787,500		
Customs	3,077,636	147,789	101,335	3,668,512	3,037,600	3,639,900		
Assessed Taxes	1,410,428	7,756	24,150	1,378,522	1,183,400	1,234,500		
Forest	1,298,103	3,074	751,783	543,246	664,200	530,700		
Registration	313,587	928	171,845	140,814	151,000	151,800		
Tributes	613,715	31,720	—	581,995	413,800	409,000		
Total	47,380,900	1,281,728	6,353,341	39,745,831	40,367,000	39,945,400		
Total deductions from Revenue				7,635,069				
<i>Expenditure Heads.</i>								
Debt Services . Interest	867,667	1,832,685		965,018	881,600	807,300		
Commercial Services . Post Office	1,429,935	1,346,778	83,157	65,900	90,900	35,600		
	Telegraph	870,979	909,742	32,763		163,500		
	Railways	20,123,900	19,904,951	228,949	854,600	354,200		
	Irrigation	2,768,990	2,575,244	193,746	262,100	255,100		
Other Public Works . Military	38,301	1,006,669		1,058,368	1,004,500	1,018,300		
	Civil	448,640	4,200,438	3,751,793	4,060,400	4,645,100		
Mint . Mint	411,238	424,014		12,776	95,100	36,000		
Civil Departments . Civil Departments	1,322,388	11,680,243		10,366,855	10,304,600	11,325,500		
Miscellaneous Civil Services . Superanuation	201,303	2,815,519		2,614,216	2,649,100	32,697,000		
	Exchange	31,571	...	31,571	54,400	69,900		
	Miscellaneous	338,421	592,737	254,316	63,400	70,900		
	Other heads	59,692	1,085,734	1,026,042	970,500	966,900		
Famine Relief and insurance . Famine Relief . . . . .	...	321,509		321,509	20,400	926,400		
	Other heads . . . . .	...	661,067	661,067	862,800			
Army Services . Effective	988,256	14,326,792		13,338,536	13,859,900	15,234,000		
	Non-effective	136,734	3,019,600	2,882,866	2,924,200	2,981,000		
	Special Defences (1902) . . . . .	...	...	...	28,400	256,700		
Total	77,434,915	74,437,791		2,997,124	3,912,400	3,981,00		
Provincial Adjustments . Surplus		—		—	1,201,200			
	Deficit		72,425	72,425	—	1,316,800		
Total	77,434,915	74,365,366		3,069,549	2,711,200	918,700		
	Surplus			3,069,549	2,711,200	918,700		
Capital Account . Railway and Irrigation Capital not charged to Revenue :—								
	Capital raised through Companies towards outlay on State Railways			1,303,361		1,650,000		
	Capital raised and deposited by Railway Companies			1,326,635		1,267,200		
	Outlay on Irrigation Works			564,191	28,800	833,300		
	Outlay on State Railways			4,564,001	541,200	6,310,300		
	Outlay of Railway Companies			2,254,870	4,667,400	1,895,300		
Debt, Deposits, Advances, and Remittances . Permanent Debt				1,039,655	2,146,600	3,411,200		
	Temporary Debt			500,000	1,166,700	333,300		
	Unfunded Debt			649,383	731,000	688,100		
	Loans and Advances by Imperial Government			17,610	133,500	50,800		
	Loans and Advances by Provincial Governments			87,587	1,880,700			
	Deposits and Advances			1,117,156	1,329,900			
	Remittances			1,227,035	21,500,000	16,500,000		
	Secretary of State's Bills drawn			18,236,947	18,461,021	21,493,800		
	Secretary of State's Bills paid					16,769,700		
Cash Balance	Opening Balance			26,847,883	27,571,118	30,579,000	24,486,000	27,232,500
	Closing Balance			18,573,438	17,850,203	18,503,403	18,503,403	15,756,603
	Total			45,421,321	45,421,321	48,430,103	48,430,103	42,989,403

G. D. PUDUMJEE,
Off. Deputy Comptroller General.

O. T. BARROW,
Off. Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT ;
March 23rd, 1904.

APPENDIX II.

Memorandum by the Hon'ble Major-General Sir Edmond Elles, K.C.B., on Military, Military Works, Special Defences, and Marine Expenditure for the years 1903-1904 and 1904-1905.

The estimates with which the Military and Marine Department of the Government of India is concerned are:—

- I.—The Indian Military Estimates.
- II.—The Home (India) Military Estimates.
- III.—The Military Works Estimates.
- IV.—Special Defences.
- V.—The Marine Estimates.

I will deal with them in this order.

2. Taking the Indian and the Home (India) Military Estimates together, the net expenditure in 1904-1905 will, it is estimated, be more than that provided in the Budget for 1903-1904 by £1,562,700.

The main causes of this excess are:—

In the Indian Estimates—

(I) Increased pay of the British soldier	74 lakhs.
(II) Provision for Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions	49 "
	<hr/> 123 lakhs = 820,000

In the Home Estimates—

(III) Provision of 71,574 new pattern rifles,	297,800
(IV) Provision of 3 Horse and 18 Field Artillery Batteries of the new field gun	500,000 = 797,800
TOTAL	<hr/> 1,617,800

The increased pay of the British soldier was dealt with in para. 2 of my Memorandum on the Budget of 1902-1903 and comes into force from the 1st April. Necessary provision has been made for the Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions, the duration of which is at present uncertain. The provision of 71,574 new rifles will enable us to arm the field army with the most improved rifle of the charger loading type. Experience in South Africa proved the necessity for re-arming our Field Artillery with a Quick firing gun carrying a heavier shell in the case of the Field Artillery and giving greater mobility and rapidity of fire in the case of the Horse Artillery. The War Office having offered to give priority to the Indian Government in the provision of these guns, the offer was accepted, it being especially desirable at the present juncture that the Army in India should be equipped with the most modern weapons.

3. Before dealing with the Estimates in detail I will refer to the measures carried out or in progress during the present year for improving the efficiency of the Army and also to those which we propose to continue or initiate during the ensuing financial year.

Following the same headings as last year, my remarks will be recorded under Field Army, Frontier Defence, Frontier Railways, Internal Defence, Coast Defence, Ordnance Factories and General requirements.

Budget 1903-04.

4. The following items have been or are being carried out as proposed:—

(1) Increase of Reserve of Military Hospital Assistants from 20 to 25 per cent.

Field Army.

- (2) Organisation of 12 Mule Corps with full complement of British and Native Commissioned and Non-Commissioned Officers.
- (3) Substitution of horse for bullock draught in the 4 existing Heavy Batteries and conversion of 2 garrison companies into Heavy Batteries with bullocks.
- (4) Addition of 110 officers to the Indian Army.
- (5) Formation of Mounted Sapper Detachment.

Re-organisation of the Madras Army.—Three other regiments of Madras Infantry, *viz.*, the 76th, 82nd, and 87th were reorganised during the past year, as also the two remaining regiments of Madras Cavalry, now the 26th and 27th Light Cavalry. Another double Company of the 71st Coorgs consisting of Tamils has been mustered out and replaced by Coorgs, leaving one double Company only to be replaced by the latter class, when the regiment will become purely Coorg in its composition.

Re-organisation of the 9th Bhopal Infantry.—This regiment has now been re-organised as to its composition, and given the same strength and constitution as an Infantry regiment of the Bengal Command, in order to render it more efficient. A proposal is also under consideration to delocalise it.

Re-organisation of the 5th, 17th and 18th Infantry and 12th Pioneers.—It became necessary for various reasons to make certain changes in the class constitution of these regiments. The 12th has moreover been converted into a Pioneer Battalion and linked with the 48th Pioneers.

Re-organisation of the Hyderabad Contingent.—This has now been carried out, the Cavalry being transferred to the Bombay Command, and the Infantry to the Madras Command. The 4 batteries of Field Artillery have all been broken up and converted into Ammunition Columns.

Frontier Defence.—The Quetta-Nushki line has been under construction.

Internal Defence.—The supply of "303" rifles to all troops, volunteers and reservists will be complete when the rifles due from home this year are received.

Ordnance Factories.—The programme in regard to expenditure on Ordnance Factories has practically been carried out.

General Requirements.—The following measures have been or are being carried out:—

- (1) Increase to Leave Reserve of Military Assistant Surgeons from 15 to 20 per cent.
- (2) Increase in the establishment of the Queen Alexandra's Military Nursing Service for India by 16 nurses.
- (3) Owing to the increase in the pay of the R. A. M. C. the pay of the I. M. S. Officers in military employ has been increased at an estimated annual cost of Rs 3,70,000.
- (4) Reorganisation of the Army Remount Department.
- (5) Expansion of Grass and Dairy Farms.
- (6) Separation of the Burma District from the Madras Command.
- (7) Establishment of a School of Cookery at Poona and appointment of Sergeant Cooks at hill stations.

Machine Guns.—Further steps have been taken towards providing an adequate number of machine guns for the army in India. Seventy of these guns have been ordered during the past year at a cost of Rs. 1,54,375, which has been met from savings due to the absence of troops in Somaliland and China and from other military savings.

Supply and Transport. Organisation of transport.—The proposal to organise twelve corps of mule transport referred to last year has received the sanction of the Secretary of State for India, and has been partly carried out. It will be completed next year and a sum of Rs. 76,500 has been provided in the estimates for the purpose. A similar organisation has been undertaken in Burma. The number of elephants kept for military transport has been reduced, and the savings thus resulting have been applied to an increase in the complement of mules in India.

With the co-operation of His Honour the Lieutenant-Governor of the Punjab great strides have been made in the registration of transport for war and in maturing a scheme which, under the Punjab Military Transport Act, will admit of the rapid collection of transport animals in emergency with the least possible inconvenience or hardship to the civil population.

The organisation of transport which has been in progress during the last four years has during the past year and a quarter been tested at the Delhi manoeuvres and in Somaliland. At Delhi the efficiency of the organised corps was very marked and the number of casualties was far below those experienced on any similar occasion in the past. In Somaliland the good effects of organisation have been still more remarkable. The Indian camels, instead of dying at a ruinously rapid rate as has occurred in all previous campaigns, are, under their "silladar" drivers and with a military organisation, enduring the hardships of the service in a remarkable way; and their efficiency is the subject of very favourable comment by Sir Charles Egerton and other officers with the force.

Marine Estimates.—As noted last year the defence squadron previously maintained at Bombay at a cost of £59,000 annually was abolished at the end of 1902-03. The vessels of the flotilla were disposed of during the current year. The turret ships *Magdala* and *Abyssinia* and the hulk *Tenasserim* were sold. The two gunboats *Assaye* and *Plassy* and four of the torpedo boats were sent to England and are being disposed of through the agency of the Admiralty; and the three remaining torpedo boats are kept in reserve at Bombay.

Proposals for improving the position of the officers, Executive and Engineer, of the Royal Indian Marine, were submitted for the consideration of His Majesty's Government. The Secretary of State has sanctioned those for improving the position and furlough rules of the executive officers but those for the Engineer officers are still under consideration.

In addition to their usual trooping work the Royal Indian Marine vessels have been employed for the conveyance of troops, animals, etc., between India and Somaliland. Eighteen hired transports were also taken up and fitted in the Royal Indian Marine dockyards for this service. The Royal Indian Marine Ship *Hardinge* has been employed during part of the year as a hospital ship for the conveyance of the sick from Somaliland to India.

Budget 1904-05.

5. *Increase of the scales of Army Signalling equipment.*—The increase is Field Army. considered necessary with a view to bring the signalling equipment up to the level of modern requirements. The total cost involved is R1,22,510 initial (R90,244 Home and R32,266 Indian) and R19,659 annual recurring. A sum of R90,244 has been provided in the Home Estimates for 1904-05.

Re-introduction of signalling into all batteries of horse, field, heavy, and mountain artillery.—This involves (a) issue of signalling equipment to all batteries, and (b) addition of men and issue of horses and saddlery to certain batteries of Royal Horse Artillery and Royal Field Artillery.

The total cost involved is:—

- (a) Initial R23,393 (Home R3,613 and Indian R19,780).
Annual recurring R5,571.
- (b) Initial R1,97,456 (Home R22,185 and Indian R1,75,271).
Annual recurring R2,06,281.

Pending the Secretary of State's sanction the following provision has been made in the Estimates for 1904-05:—

- (a) R23,393 (Home R3,613, Indian R19,780) for initial expenditure.
- (b) Initial R1,97,456 (Home R22,185, Indian R1,75,271). Recurring R50,000.

Re-organisation of artillery.—It has been proposed to raise certain batteries to the higher establishment with a view to enable them to mobilise at the

field service strength without extraneous assistance. The total cost involved is Rs. 6,59,762 initial (Military Rs. 5,67,762, and Military Works Rs. 92,000) and Rs. 1,78,467 annual recurring. A sum of Rs. 3,00,000 has been provided in the Indian Estimates for 1904-05 for purchase of horses and saddlery.

Rearmament.—A further supply of 28,936 rifles is necessary to complete the ordnance reserves and 21,574 of these have been ordered during 1904-05 at a cost of Rs. 14,67,000. Meanwhile the home authorities have now adopted a modified pattern of the Lee Enfield rifle, with a short barrel and a magazine mechanism arranged for loading with a clip or charger. The alteration of the rifles in use in India to the new pattern will be taken up shortly, and as a preliminary to that measure the Secretary of State has arranged to send out 50,000 of the new pattern from home in addition during 1904-05, at a cost of Rs. 30,00,000.

Rearmament of horse and field artillery.—After protracted trials the War Office authorities have just adopted new patterns of guns for field and horse artillery. Both of these guns are quick firers, the latter a $12\frac{1}{2}$ pr. and the field artillery gun an $18\frac{1}{2}$ pr. The rearmament of the batteries in India is a matter of urgent necessity, for the guns now in use have done long service and are not up to the requirements of modern conditions. Arrangements have been made to obtain twenty-one batteries next year, *viz.*, 18 field and 3 horse batteries at a cost of £500,000.

Addition of 36 horses to each British Cavalry regiment in India.—In order to allow of British Cavalry regiments being mobilized without drawing on other mounted corps or on remount depots to complete their field service strength of horses we have decided to add 36 horses to each of the nine regiments in India, at an initial cost of Rs. 3,50,766 and a recurring cost of Rs. 1,40,101. For the initiation of this scheme a sum of Rs. 2,75,765 has been included in the budget for 1904-05.

Increase to the Native Army Reserves.—The Native Army Reserve now consists approximately of 24,500 men, but this number is not adequate to meet the heavy drain which extensive operations would entail, and the Secretary of State has sanctioned the reserve being raised gradually to 50,000 men in a series of years. A provision of 3 lakhs has been made in the estimates.

Pioneer Battalion of Hazaras.—The question of employing Hazaras more largely in our Native Army has for some time been under consideration. They are good labourers and with their soldierly qualities are expected to make excellent Pioneers. The Secretary of State has accordingly been asked to sanction the formation of a Pioneer Battalion composed exclusively of Hazaras.

Cordite factory.—The anticipation that cordite would be actually manufactured before the end of 1903 has not been realised. The factory will, however, be in working order during the next financial year, and provision has been made in the estimates of that year to meet the cost of the complete staff required.

Gun-carriage factory, Jubbulpore.—It is hoped that this factory will be completed shortly. Meanwhile acting on the best expert advice in England, it has been found necessary to provide a further sum of £5,000 for machinery. This amount has been provided in the home ordnance estimates of 1904-05.

Rifle factory, Ishapore.—It is not anticipated that the factory will be sufficiently advanced to admit of its being in full working order during next financial year, but all machinery has now been ordered and will be erected in the course of the year. Manufacture will be commenced and the conversion of the existing Lee Enfield rifles to charger loading will be carried out concurrently.

Rolling mills, Ishapore, and field gun factory at Cossipore.—Satisfactory progress has been made in the preparation of these two factories. An additional sum of £4,020 has been provided in the estimates of 1904-05 for machinery for the gun factory, and in both cases the buildings will be got ready and machinery will be for the most part erected during that year.

Corps of Indian coast artillery.—The Secretary of State's sanction to the scheme was asked for in our despatch of 5th March 1903, but has not yet been received. The estimated cost to India of its share of the

proposals is Rs. 1,47,000 initial, and Rs. 3,41,000 annual; out of this a sum of Rs. 3,40,000 (Rs. 1,20,000 for initial and Rs. 2,20,000 for recurring expenditure) was provided in the estimates of 1903-04, pending Secretary of State's sanction. This has lapsed. In anticipation of the Secretary of State's sanction a sum of Rs. 1,27,000 (Rs. 27,000 for Military initial and Rs. 1,00,000 for Military Works expenditure on buildings) has been made in the estimates for 1904-05.

Increase to the establishment of the Indian Nursing Service—The Secretary of State sanctioned the addition of 16 nurses to the Indian Nursing Service during 1902-03 and of the same number during 1903-04. A further addition of 7 nurses during 1904-05 has now been sanctioned, thus completing the increase which was inaugurated in 1901. For this purpose Rs. 10,589 has been provided in the military estimates of the ensuing year. General requirements.

Reorganisation of the Remount and Horse Breeding Departments.—As stated last year the whole control of horse and mule breeding operations has now been transferred to the Army Remount Department. The new Government run for young horse stock near Shahpur in the Jhelum canal colony has been started, and the scheme for granting land to colonists on the canal subject to the condition that they shall keep a brood mare has been successfully inaugurated. A large number of eligible colonists have come forward and in another year or two the results ought to be apparent in the stock on the Government run. We are about to begin the preparation of the second run where a large number of young mule stock will be kept. This measure is no less important than the rearing of horse stock, for while the demand for mules annually increases, the supply does not keep pace. During the present spring the numbers procurable at the fairs of Northern India have been so much below our requirements that we have been obliged to arrange for considerable purchases from Persia, South America and South Africa. The mules so obtained are of excellent class but they are necessarily more expensive than indigenous animals.

The importance of fostering the pure eastern breeds of both horses and donkeys has led us to propose to the Secretary of State the establishment of two small stud farms one at Ahmednagar, the other at the Shahpur dépôt. So far as horses are concerned these studs will be particularly devoted to breeding pure bred Arabs and Kathiawaris, and other pure Indian breeds.

Establishment of a Staff College in India.—His Excellency the Commander-in-Chief considers it essential that candidates for staff employ in India (whether for British or Indian service) should be more highly trained than at present and that the means of obtaining such training should be provided in India itself. The staff college at Camberley being unable to provide for more than a portion of the wants of India, and also being unable from various causes to attract the best available officers, it is proposed that an Indian Staff College should be established at Quetta, open to officers of both the British and Indian services. The total cost involved in the proposal is estimated at Rs. 33,440, initial (Military Rs. 17,000 and Military Works Rs. 16,440) and Rs. 9,892 annual recurring. Pending the Secretary of State's sanction a sum of Rs. 2,00,000 has been provided in the Military Works estimates for 1904-05.

Inspector General of Volunteers.—In 1901 the Secretary of State sanctioned the appointment of an Inspector General of Volunteers in India as an experimental measure for three years. This period will expire in August next, and as the appointment has proved the success anticipated, the sanction of His Majesty's Government has been asked to its continuance as a permanent arrangement.

Peace strength of Madras and Bombay Infantry.—At present the peace strength of Infantry regiments of the Madras and Bombay Commands is 832 and 816, respectively, out of which they have to furnish the strength of 752 at which Indian Infantry takes the field. Owing to sickness, unsfits, dépôt requirements, etc., they cannot, however, take the field at the authorised strength without depleting their linked battalions to such an extent as to render the latter ineffective at a time their services are likely to be most required. A proposal is therefore under consideration to raise the peace strength of Madras

and Bombay Infantry, with certain exceptions, to the Punjab-Bengal strength of 912 of all ranks.

Proposed revision of the present system of promotion in the Indian Army.—With a view to the greater efficiency of the Indian Army, proposals have been made this financial year for a revision of the present system of promotion of officers. These proposals involve an extra expenditure of about Rs 1,00,340 and provision for this amount has been made in the estimates of 1904-05.

Redistribution of Staff Officers in military districts in India.—With a view to the better distribution of work connected with the duties of the district staff and to enable officers so employed to devote more of their time to work out of doors and in the field, an increase of staff officers has been sanctioned this financial year. To meet the extra cost provision has been made in the estimates of 1904-05 for over Rs 60,000.

Seconding and replacement of officers—Sanction has been accorded to the seconding of all officers taken from regiments of the Native Army for employment in any civil or political capacity, or with any department of the Army, or for oversea expeditions in extra regimental employment, or for any employment under the Imperial or a Colonial Government. With a view to carrying out this measure, the Secretary of State has been asked to send out 57 officers, and provision on this account has been made in the estimates of 1904-05 for Rs 52,000.

General Remarks. *Marine.*—Funds have been allotted for the completion during the ensuing year of the new vessel, which is being built to replace the *Clive*. The total cost of the vessel (which will be called the *Dufferin*) will be £205,000, of which £100,000 was provided this year.

Re-numbering of the regiments of the Indian Army.—With the abolition of the Presidential system, the old numbering of regiments on a Presidential basis under which several corps often had the same number became anomalous and inconvenient. The regiments of the Indian Army have accordingly been numbered consecutively throughout. Every endeavour has been made to meet the wishes of regiments as to their titles and to preserve their distinguished traditions. In many cases old titles in connection with previous service or former eminent commanders have been revived.

Somaliland.—The Army in India has continued to supply, as required, men, supplies, munitions of war, etc., for the operations in Somaliland, the whole cost being borne by His Majesty's Government. The re-organised transport and more especially the Silladar Camel Corps have been tried for the first time.

China.—The Indian Army now furnishes at the expense of the War Office five regiments for permanent Colonial garrisons. In addition we now have 2 regiments of Indian Infantry in North China and an additional Battalion at Hongkong. The whole cost of these three additional battalions is also borne by the War Office.

Aden delimitation.—The Indian Army has furnished the necessary escorts for the delimitation of the Arab Hinterland.

Sikkim-Thibet Mission.—The escort of this mission has carried out its operations at an altitude which has never before been attempted in winter. The troops have well withstood the rigour of the climate owing to the special provision made for their welfare. One detachment was withdrawn from Kambajong by a pass over 17,000 ft. high in December. The climate has been a severe test of our Indian troops.

6. I give below a statement showing the total military expenditure under the Indian Military Budget, the Military Works Budget including special defences and the Home (India) Budget for the past 8 years, in view to comparing the military expenditure with the total revenue. This statement shows that whereas the percentage of total military expenditure to revenue for the first period of four years was 24.70, the percentage for the last period of four years is only 21.08.

Statement showing the proportion of net Military and Military Works, including Special Defence Works, expenditure (Indian and Home) to General Revenues for the eight years 1896-97 to 1903-04.

YEARS.	1 Total Revenue.	2 Total Expenditure.	3 Net Military Expenditure.	4 Net Military Works and Special Defence Expenditure.	5 Percentage of Col. 3 to Col. 1.	6 Percentage of Cols. 3 and 4 to Col. 1.
1896-97	£ 62,621,932	£ 63,758,614	£ 15,091,485	£ 786,211	24.09	25.35
1897-98	64,257,207	67,830,014	17,233,296	756,011	26.81	27.99
1898-99	67,595,815	64,954,942	15,385,042	772,467	22.76	23.90
1899-1900	68,637,154	65,862,541	14,165,743	802,656	20.63	21.80
4 Years	263,112,118	262,406,111	61,875,566	3,117,345	23.52	24.70
1900-01	75,272,291	73,602,087	14,265,525	754,051	18.95	19.95
1901-02	76,344,525	71,394,282	14,786,342	917,140	19.36	20.56
1902-03	77,434,915	74,365,366	16,221,402	1,058,368	20.95	22.32
1903-04	83,067,800	80,356,600	16,784,100	1,032,900	20.20	21.44
4 Years	312,119,531	299,718,335	62,057,369	3,762,459	19.88	21.08
TOTAL	575,231,649	562,124,446	123,932,935	6,879,804	21.54	22.73

I.—Indian Military Estimates.

Revised Estimates, 1903-1904.

7. The Revised Indian Military estimates for 1903-1904, compared with the Budget for that year, show an increase of R 18,93,000 caused by an increase in receipts of R 11,17,000 and an increase in expenditure of R 30,10,000.

Comparison—
Revised for 1903-1904
and
Budget for 1903-1904.

The increase in receipts is chiefly due to credit from the Imperial Government for the peace equipment of native troops on service in China over and above the amount included in the accounts for 1902-1903; for Europe stores issued from stock to Somaliland and China; for Mounted Infantry ponies sent to Somaliland; to larger sales of Ordnance Stores; and to increased contributions towards Indian Military Service Family pensions.

8. The more important causes which have led to an increase in expenditure have been the following:—

- (a) Extra expenditure on account of the following Services amounting to R 72,97,000:—
- (i) Military Charges in connection with the Sikkim-Thibet Mission, R 45,00,000, including R 4,00,000 on account of road-making operations in the Teesta Valley;
- (ii) Military Escort with the Aden Delimitation Commission R 25,71,000; and

- (iii) Military Escort with the Seistan Boundary Commission, R₂,26,000.
- (b) Cost of special expenditure to be incurred in India against the Military Estimates from savings due to the absence of troops in China and Somaliland account for R₁3,29,000.
- (c) Special military expenditure in India to be met from lapses from schedule items provided for in the India Military Budget amount to R₂,49,000.
- (d) More supernumerary officers as candidates for the Indian Army and more Unattached List officers than provided for, R₁,66,000.
- (e) More charges for conveyance of troops and stores, R₄,60,000.
- (f) Transfer of the control of Breeding Operations from the Civil Veterinary Department to the Army Remount Department, and the consequent reconstitution of the latter Department, account for an increase of R₂,84,000.
- (g) Mounted Infantry ponies purchased in replacement of those sent to Somaliland amount to R₂,32,000.
- (h) Reconstitution of certain Native Corps of the Madras Command have caused an increase of R₂,17,000, and non-effective charges in excess of the amount included in this amount, an increase of R₁,69,000.
- (i) Arrear charges on account of the Delhi Durbar account for R₃8,000.
- (j) Arrear charges on account of Camps of exercise and manœuvres amount to R₁,83,000.
- (k) The deduction made in the Indian Budget owing to an excess provision in the Home Estimates not being necessary has accounted for an increase of R₁,00,000.
- (l) A sum of R₂,81,000 has been sanctioned for the purchase of mules in Persia and South America in addition to a sum of R₄0,000 to be met from savings on account of the absence of troops in China and Somaliland.

9. On the other hand, there have been decreases of expenditure under certain heads, the more important of which are the following:—

- (a) Savings in pay and subsistence charges on account of troops serving in China and Somaliland, R₂9,32,000.
- (b) Less expenditure for food-supplies and grass cultivation, R₁0,86,000.
- (c) Lapses expected on account of schedule items so far as known at present, R₇,19,000.
- (d) Smaller expenditure is anticipated to the extent of (i) R₃,50,000 in the Ordnance Department, and (ii) R₁,00,000 under Medical.
- (e) The difference between the credits taken by debit to Imperial Government for the value of local stores issued from stock, and also for the peace equipment of Native Troops employed in China, and the amounts likely to be spent on their replacement during the current financial year, accounts for a net decrease of R₆,56,000.
- (f) Smaller charges for the garrisons beyond the North-West Frontier, and the Gilgit Agency, mainly due to the withdrawal of regular troops from Wano and certain posts in the Tochi Valley and to less feed charges on account of the Chitral and Malakand garrisons, account for R₃,55,000.
- (g) Saving in the provision made for special items, apart from schedule items, such, for instance, as increased pay to officers of the R. A. M. Corps, charges for the Brigade Staff, Royal Horse and Field Artillery, and for the reorganisation of Silladar Camel Corps, etc., amount to R₂,86,000.

- (h) Rs 4,25,000 has been saved by the short strength of medical officers and subordinates and troops.
- (i) Savings consequent on the reorganisation of the Hyderabad Contingent in excess of the amount for which credit was taken in the Budget amount to Rs 1,40,000.
- (j) A sum of Rs 3,30,000 was over-estimated for the purchase of remounts in the Budget.
- (k) Rs 1,20,000 represents less Sea Transport charges, chiefly due to coal having been paid for in England.

Estimates, 1904-1905.

10. The estimates for 1904-1905, in the net, amount to Rs 19,47,56,000, or Comparison—
 Budget for 1903-1904 Rs 1,38,35,000 more than the Budget for 1903-1904. This is due to a decrease in receipts of Rs 66,000 and an increase in expenditure of Rs 1,37,69,000.
 and
 Estimates for 1904-1905.

The decrease in receipts is due chiefly to less sales of malt liquor being anticipated.

The more important causes of increase in expenditure are the following :—

- (a) Service pay to British soldiers, including those on the Unattached List and with Departments accounting for Rs 74,08,000.
- (b) Larger provision for conveyance of troops and stores with reference to past actuals, Rs 5,50,000.
- (c) Extra expenditure on account of the following services amount to Rs 48,90,000 :—
 - (i) Sikkim-Thibet Mission, Rs 36,00,000.
 - (ii) Military Escort with the Aden Delimitation Commission, Rs 11,29,000.
 - (iii) Military Escort with the Seistan Boundary Commission, Rs 1,61,000.
- (d) Larger provision to the extent of Rs 3,81,000 has been made for Breeding Operations in the Army Remount Department.
- (e) Pay of officers of the Indian Medical Service having been increased has caused an extra expenditure to the extent of Rs 2,15,000.
- (f) Provision to the extent of Rs 4,52,000 has been made for the local purchase of stores and tools, and cost of erecting machinery in connection with the steel plant and rolling mills at Ishapore; Rs 1,00,000 for the revision of the present system of promotions in the Indian Army; Rs 3,00,000 for the increase of the strength of the Native Army Reserves up to 50,000 men; Rs 1,33,000 for the formation of a Railway Pioneer Battalion composed exclusively of Hazaras; and Rs 1,25,000 for the acquisition of land for the improvement of rifle ranges for regular troops.
- (g) Larger provision to the extent of Rs 2,89,000 has been made for Supernumerary and Unattached List officers of the Indian Army.
- (h) Larger provision to the extent of Rs 1,58,000 has been made for grass cultivation.
- (i) Provision to the extent of Rs 4,12,000 has been made to enable all Native Infantry battalions of the Madras and Bombay Commands, with certain exceptions, being raised to a strength of 912 natives of all ranks; and of Rs 4,64,000 for mobilisation equipment for two British and eight Native Infantry Battalions required for the northern line of communication.

Among other causes of increased expenditure might be mentioned the following :—

Additional officers for the supply and transport corps (Rs 49,000); Organisation of 12 transport mule corps (Rs 76,000); Establishment of two

Stallion Breeding Studs at Ahmednagar and Mona (Rs. 1,72,000); Re-introduction of signalling into all Batteries of Horse, Field, Heavy and Mountain Artillery (Rs. 2,45,000); Establishment for the Cordite Factory, Wellington (Rs. 80,000); Re-organisation of Artillery (Rs. 3,00,000); Addition of 36 horses to each of the British Cavalry Regiments in India (Rs. 2,76,000); Personnel required for the Rifle Factory at Ishapore (Rs. 62,000); Increased provision for debit note telegrams (Rs. 1,20,000) and more non-effective charges (Rs. 80,000).

11. Against the foregoing increases there will be a partial set-off by reason of certain decreases, the most important of which are—

- (a) Less provision for the garrisons beyond the North-West Frontier and the Gilgit Agency, Rs. 7,42,000.
- (b) Smaller provision for the troops which formed the Hyderabad Contingent, taking into account the re-organisation of the Cavalry and Infantry and disbandment of the Artillery, Rs. 6,20,000.
- (c) Smaller provision for initial expenditure on account of the re-organisation of mule, pony and camel cadres, Rs. 1,84,000.
- (d) Smaller provision has been made for ordinary requirements under Medical which accounts for a decrease of Rs. 2,10,000.
- (e) Less provision causing a decrease of Rs. 2,23,000 has been made for local stores and camp equipage.
- (f) Initial expenditure included in the Budget for 1903-1904 from the Schedules of September 1902 and February 1903, and also recurring expenditure on account of the Corps of India Coast Artillery, having been omitted from the Budget for 1904-1905, in the absence of sanction, accounts for a decrease of Rs. 21,51,000.
- (g) The transfer to the Military Works estimates of charges hitherto borne by the military estimates on account of telegraphic and telephonic communications and railway sidings and platforms causes a decrease of Rs. 1,03,000.

II.—Home (India) Military Estimates.

Revised Estimates, 1903-1904.

12. The Military Department is next concerned with the home estimates for army effective and non-effective charges.

Comparison—
Revised for 1903-1904
and
Budget for 1903-1904.

The Home Budget Estimates for 1903-1904 made provision for a gross expenditure of £5,088,800, but in the Revised Estimates the provision has been reduced to £5,052,600, or by £36,200.

This decrease in the Revised Estimate as compared with the Budget Estimate is chiefly brought about by reduced expenditure on stores; smaller "payments to the War Office in respect of British forces serving in India" and less expenditure on "Passage of officers and others not charged to Indian Troop Service"; partly counterbalanced by larger payments on account of furlough allowances; by increased expenditure in connection with the Indian Troop Service mainly due to arrears of previous years in respect of the cost of moving units, etc., from South Africa to India and to increase in freight of troops to India; and by the larger payments recorded under the head "Pay and Pensions of the Non-effective and Retired Officers of the Indian Service" owing to the transfer to this head of pensions formerly charged through the Remittance Account for adjustment against Berar Revenues.

13. The net figures of the Revised Estimate show an increase of £5,600 over those of the Budget Estimate for 1903-1904, due to less expenditure of £36,200, as explained above, and a decrease in receipts of £41,800.

Estimates, 1904-1905.

Comparison—
Budget for 1903-1904
and
Estimates for 1904-1905.

14. The estimated receipts and expenditure for 1904-1905 are as follows:—

	Receipts.	Expenditure.	Net expenditure.
Effective	£ 334,400	£ 3,159,600	£ 2,825,200
Non-effective	28,000	2,434,100	2,406,100
TOTAL	362,400	5,593,700	5,231,300

15. Under receipts credit is taken for contributions to be made to the extent of £230,000 by the Imperial Government in respect of the cost of the transport of troops, and of military charges for Aden in consequence of the recommendations of the Royal Commission on Indian Expenditure; compared with the Budget for 1903-1904 the receipts show an anticipated decrease of £135,500. This is brought about by decreases in the receipts on account of the Indian Troop Service, and in the value of articles in the possession of regiments on their transfer from the Indian to the British Establishment; and also by smaller contributions towards pensions of Indian native soldiers lent for Imperial Service owing to a decrease in the numbers of native soldiers so lent. The total gross anticipated expenditure for 1904-1905 is more by £504,900 than the amount provided in the Budget for the preceding year. This increase is chiefly accounted for by the increased requirements for stores, chiefly artillery equipment and rifles; additional provision for the retired pay, etc., of British forces for service in India to allow for the normal growth of this charge and for an adjusting payment in respect of 1902-1903; to larger provision for the furlough allowances of officers of the Indian Service which is necessitated with reference to recent payments; partly counterbalanced by smaller anticipated payments to the War Office in respect of the British forces serving in India due chiefly to a decreased charge for deferred pay and an expected refund by the War Office on this account in respect of 1902-1903.

16. The gross charges on account of effective services, as estimated for the coming year, include payments to the War Office in respect of the British forces serving in India (£556,000); furlough allowances and pay during the voyage of British forces serving in India (£113,000); furlough allowances of officers of the Indian Service (£240,000); Indian Troop Service (£333,800); passage of officers and troops otherwise than in transports (£19,000); miscellaneous (£34,000); and stores for India (£1,863,800).

17. The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£716,800); pay of the non-effective Colonels of Royal Artillery (£20,300); pay and pensions of non-effective and retired officers of the Indian Service (£1,560,000); miscellaneous pensions, etc., (£87,000); and the Indian Military Service Family Pensions (£50,000).

18. The net anticipated expenditure for 1904-1905 is more by £640,400 than that for the preceding year, and, as explained above, this is due to a decrease of £135,500 in receipts and to an increase of £504,900 in gross expenditure.

III.—Military Works Estimates.

19. Formerly a fixed grant, at first one crore of rupees, was allotted annually for all military works of every class, but of late years this sum has usually been exceeded owing to the increasing demands of the Army and Defences. A new

system of budgeting has therefore been introduced under which fixed grants are allotted, annually for a quinquennial period for (1) Repairs, (2) Establishments, (3) Barrack Department, (4) Original Works under $\text{Rs } 50,000$. All works costing over $\text{Rs } 50,000$ are considered separately, and a sum is allotted for them according to requirements and subject to financial exigencies. Under this system the control of the Finance Department is enhanced and the procedure will be in some degree analogous to that in the Public Works Department.

20. Excluding English expenditure, the Budget Estimate for 1903-1904 amounted to $\text{Rs } 1,54,27,000$ ($\text{£ } 1,028,500$) ; but these figures have been modified during the year by additional grants and by transfers to other heads of account. The final grant is $\text{Rs } 1,53,10,000$ ($\text{£ } 1,020,700$) and a lapse of $\text{Rs } 4,10,000$ ($\text{£ } 27,300$) on this amount is anticipated, which is due mainly to short outlay on stores.

21. The Budget Estimate for 1904-1905, excluding English expenditure, is $\text{Rs } 1,55,84,000$ ($\text{£ } 1,038,900$), or an increase over that of 1903-1904 of $\text{Rs } 1,57,000$ ($\text{£ } 10,500$).

22. The main heads of expenditure in the Military Works Estimate are these (in round figures) :—

	R	£
Original works, including those in progress and those to be commenced	83,26,000	555,100
Repairs	36,49,000	243,300
Establishment and tools and plant	29,75,000	198,300
Barrack Department, establishment, supplies and tools and plant	9,00,000	60,000

23. In connection with the more important original works, expenditure amounting to $\text{Rs } 6,32,000$ ($\text{£ } 35,400$) will be incurred on water-supply projects ; $\text{Rs } 7,00,000$ ($\text{£ } 46,700$) will be spent on electric lighting and punkah-pulling installations in barracks ; provision has been made in the Budget for $\text{Rs } 30,000$ ($\text{£ } 2,000$) for completing the cordite factory in the Nilgiris ; $\text{Rs } 6,00,000$ ($\text{£ } 40,000$) for the central gun-carriage factory at Jubbulpore ; $\text{Rs } 6,00,000$ ($\text{£ } 40,000$) for a small arms factory at Ishapore ; $\text{Rs } 7,00,000$ ($\text{£ } 46,700$) for steel and cartridge-metal rolling mills at Ishapore. Progress will be made towards the completion of the requirements of volunteer corps in the matter of buildings, armouries, etc., and special allotments have been entered in the budget in connection with the scheme for improving rifle ranges for regular troops and volunteers. The remaining original works include new hospitals, barracks, buildings for a medical store dépôt at Calcutta, etc., and provide for the ordinary requirements of the Ordnance, Remount and Marine Departments and of the Supply and Transport Corps.

24. Provision is made for 146 new major works and schemes of which 55 are in progress and 91 have yet to be commenced. A sum of $\text{Rs } 6,30,000$ ($\text{£ } 42,000$) is allotted to minor works, each costing not more than $\text{Rs } 2,500$.

IV.—Special Defences.

25. Excluding English expenditure, the Budget Estimate for 1903-1904 was $\text{Rs } 18,00,000$ ($\text{£ } 120,000$) ; the Revised Estimate of expenditure is taken at $\text{Rs } 3,36,000$ ($\text{£ } 22,400$). The lapse is mainly due to short outlay on stores ; but the Indian grant also has not been fully expended.

26. The Budget Estimate for 1904-1905, excluding English expenditure, is $\text{Rs } 16,00,000$ ($\text{£ } 106,700$).

V.—Marine Estimates.

Revised Estimates, 1903-1904.

27. The net total of the Budget Estimate of the Royal Indian Marine for 1903-1904 was $\text{Rs } 16,04,000$ ($\text{£ } 106,933$) ; the Revised Estimate stands at $\text{Rs } 10,27,000$ ($\text{£ } 68,466$) showing decrease of $\text{Rs } 5,77,000$ ($\text{£ } 38,467$).

Comparison—

Revised for 1903-1904.
Budget for 1903-1904.

28. The decrease is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial service, counterbalanced to some extent by increased expenditure in connection with the hire and fitting of transports for the Aden Boundary Commission, and the cruise of His Excellency the Viceroy, in the Persian Gulf.

Estimates, 1904-1905.

29. The net total of the Marine Estimates for 1904-1905 is R20,10,000 (L134,000), against R16,04,000 (L106,933), Comparison—
Budget for 1903-1904. the total of the Budget for 1903-1904,
Estimates for 1904-1905. showing an increase of R4,06,000 (L27,067) which is chiefly due to provision being made for charges in connection with the return of the troops with the Aden Boundary Commission.

E. R. ELLES.

March 23, 1904.

APPENDIX III.

Memorandum on Railway Development and working by the Honourable Sir A. T. Arundel, K.C.S.I. (March 1904).

Our programme of capital expenditure on railways for the year 1904-1905 has been prepared on the same lines as before; and, as on previous occasions, has been limited not by the amount which the full development of the country could employ or by that which the existing organisation could profitably spend on that development, but by the amount which the Government can make available. This amount, I am glad to say, provides for a larger expenditure on railway development next year than has ever been possible before. That it is not however by any means so large as to meet all the claims upon it, is evident from the following figures contrasting the amounts which have been asked for by the various railway administrations concerned or for projects which have been accepted as necessary, with those which we have been able to allot:—

	Demand. Lakhs.	Allotment. Lakhs.
(a) Open lines, including rolling stock	645.78	548.67
(b) Lines already under construction—		
(i) Begun prior to 1903-04	379.53	351.84
(ii) " during 1903-04	168.05	148.11
(c) New lines to be begun in 1904-05	248.52	91.38
	1441.88	1140.00
(d) Purchase of lines	60.00	60.00
TOTAL	1501.88	1200.00

2. As usual the principle has been followed of providing for the needs of open lines and lines already under construction before deciding to undertake the construction of new ones, and in doing this the necessity for providing for the additional rolling stock necessary to cope with the growth of traffic has not been overlooked. Although the number of goods wagons in India has been increased from 76,471 in 1898 to 94,796 in 1902, *i.e.*, by about 24 per cent. in five years, and although 11,731 more wagons have since been supplied or are under order, we have considered it desirable to provide no less than about 300 lakhs to pay for the latter and provide for further increases of rolling stock during the coming year.

3. The following statement shows the growth of expenditure on railway development by Government during the past five years:—

Year.	Open lines, including Rolling Stock.	LINES UNDER CONSTRUCTION.		Total.
		Started in previous years.	Started in current year.	
		Lakhs.	Lakhs.	
1900-01 (actual expenditure) .	528.22	251.10	18.34	797.66
1901-02 ditto .	352.58	509.06	25.64	887.28
1902-03 ditto .	481.74	452.50	71.52	1005.76
1903-04 (latest grants) .	398.81	511.20	72.06	982.07
1904-05 (proposed grants) .	548.67	499.95	91.38	1140.00

4. The details of the distribution of the allotment for next year are shown in statement A, and a complete list of the railways already opened, now in hand, or about to be

started, is given in statement D. The following are the chief new items of the construction part of the programme, *viz.* :—

I. Lines started in 1903-1904 :—

Railway.	Length in miles.	ALLOTMENTS.	
		1903-1904.	1904-1905.
Khurja-Hapur Extension, East Indian railway	38.87		{ 10.00
Ondal-Sainthia Chord, ditto	43.62	3.00	10.00
Kaunia-Bonarpura branch, Eastern Bengal State railway	44.25	8.50	10.00
Hyderabad-Badin Extension, North Western railway	61.00	17.80	18.61
Jech-Doab, Southern Section ditto	103.00	8.68	20.00
Hapur-Meerut branch, Oudh and Rohilkhand railway	19.50	4.25	1.50
Rewari-Phulera Chord, Rajputana Malwa railway	133.32	11.65	28.00
Bairagnia-Shikarpur, Tirhoot State railway	58.05		
Bettiah-Bagaha, ditto	49.35		
Mansi-Baptihi, ditto	78.62	18.18	50.00
Sakri-Jainagar, ditto	30.47		
Shikarpur-Bikna Thori, ditto	21.50		
TOTAL	681.55	72.06	148.11

II. Lines proposed to be commenced in 1904-1905 :—

Railway.	Length in miles.	Allotments proposed for 1904-1905.
Pench Valley Coal Branch, Bengal Nagpur railway	25	5.00
Nagda-Bara-Mutra-Aligarh, Bombay, Baroda and Central India rly.	392	20.00
Henzada-Kyangin, Burma railways	66	
Pegu-Moulmein, ditto	122	{ 15.00
Katihar-Malda branch, Eastern Bengal State railway	50	30.00
Coonoor-Ootacamund, Nilgiri railway	12	10.00
Jullundur-Kapurthala (British Section) North Western railway	7	2.00
Khushalgarh-Kohat Conversion and Indus Bridge, ditto	33	9.38
TOTAL	707	91.38

5. Besides these lines, arrangements have been concluded for the construction of the following railways by private enterprise not directly guaranteed or otherwise aided by the State :—

Railway.	Gauge.	Length.	Approximate cost in lakhs.
Ludhiana-Ferozepur-McLeodganj, Southern Punjab railway	5' 6"	163.05	87.19
Gainsari-Jarwar branch, Bengal and North-Western rly.	3' 3 1/2"	12.56	3.07
Gorakhpur-Bagaha Extension, ditto ditto	3' 3 1/2"	60.94	24.83
Kopaganj-Dohrighat, ditto ditto	3' 3 1/2"	21.70	6.43
Uska Bazar-Tulsipur Extension, ditto ditto	3' 3 1/2"	52.54	23.83
Bareilly-Soron, Rohilkund and Kumaon railway	3' 3 1/2"	55.80	55.73
Lalkua-Kashipur, ditto ditto	3' 3 1/2"	40.00	10.00
Moradabad-Ramnagar, ditto ditto	3' 3 1/2"	47.00	16.00
Barasat-Basirhat Tramway	2' 0"	26.00	9.50
Pandharpur and Tadwala Extensions, Barsi Light rly.	2' 6"	57.37	31.49
Tuna-Bundar Anjar Extension, Cutch State railway	2' 6"	11.86	2.31
Moharbanj State railway	2' 6"	28.50	6.60
Sabalgarh-Sheopur Extension, Gwalior Light railway	2' 6"	69.00	19.10
Matheran Light Tramway	2' 0"	12.00	10.00

and negotiations are in progress, which we hope will result in the early construction of the following in a similar manner:—

Railway.	Length in miles.	Gauge.	Estimated cost.
Rs.			
Amritsar-Pati, North Western railway	27	5' 6"	13,39,000
Mymensingh-Bara Ari with a branch to Gauripur, Eastern Bengal State railway	36 $\frac{1}{2}$	3' 3 $\frac{3}{8}$ "	22,15,812
Bezwada-Masulipatam, Southern Mahratta railway	50	3' 3 $\frac{3}{8}$ "	27,89,406
Guntur-Repalle, ditto	38	3' 3 $\frac{3}{8}$ "	17,33,687
Kurnool Road-Kurnool, ditto	32	3' 3 $\frac{3}{8}$ "	7,11,000
Phirangipuram-Gurzala, ditto	50 $\frac{1}{4}$	3' 3 $\frac{3}{8}$ "	12,59,641
Rawalpindi-Murree with extensions to Kuldana and Gharial, North Western railway	50	2' 6"	41,34,077
Singhjani-Nalitabari, Eastern Bengal State railway	25	2' 6"	12,38,886

6. Towards the close of the current year we have been approached by the owners of the following lines, *viz.* :—

	Gauge.	Length in miles.
Segaulie-Raksaul railway, Bengal and North-Western railway	3' 3 $\frac{3}{8}$ "	18.09
Brahmaputra-Sultanpur railway, Eastern Bengal State railway	3' 3 $\frac{3}{8}$ "	59.37
Cooch Behar State railway, Eastern Bengal State railway	2' 6"	33.60
Ranaghat-Krishnagar Light railway, ditto	2' 6"	20.25

with a view to the purchase of the lines by the State; and, after consideration of the value of each as a commercial undertaking, Government propose to purchase them at an aggregate cost of about 60 lakhs. It is expected that the transactions will shortly be completed. The purchase of the last named line is, of course, a result of the construction of the new Ranaghat-Murshidabad line in its neighbourhood; but as regards the rest, it seems somewhat disappointing that after all the endeavours made with the intention of encouraging landowners and capitalists to embark in railway enterprise in India, the owners of the first two lines should consider it better to sell than to wait for the development of traffic which must in time make those lines remunerative investments.

7. This incident, and the fact that but few offers have been received for concessions on branch line or rebate terms, clearly show that, in the present state of the market, money cannot be attracted for railway enterprise in India except by a firm guarantee of a minimum interest at least as high as is paid on direct Government loans, or unless the promoters can be assured of a much higher rate of profit than Indian railways as a rule are likely to earn during the first few years after opening. This matter has been dealt with by Mr. T. Robertson in his report on the working of Indian railways, and his remarks are receiving the careful consideration of this Government and of the Secretary of State, but it will probably be some time before a conclusion can be arrived at.

8. It is satisfactory to observe that there are indications that the offer made by the Government of India to encourage Local Boards to finance light railways in their own districts by advancing them money on the security of their entire resources is likely to be availed of by the District Board, Kistna, for the construction of one or more of the following lines:—

- (a) Bezwada-Masulipatam,
- (b) Guntur-Repalle,
- (c) Phirangipuram Gurzala,

in the event of the promoters who have endeavoured to form a company to construct these lines failing to raise the necessary funds within the time fixed, *vide* Statement C.

9. At the beginning of the official year 1903-1904, there were 26,308 miles of railway open for traffic and 2,650 miles under construction. Since then and up to the date

of going to press 738 miles have been added to the former figure, and before the end of this month an addition of 100 miles is expected. This will raise the total length of railways open for traffic at the close of the year 1903-1904 to 27,144 miles (*vide* Statement D).

During the current year sanction was accorded to the construction of 1,282 miles of railways, details of which are to be found in Statement D, and there are now 3,044 miles under construction or sanctioned for construction.

10. The railways of India, taken as a whole, for the fourth year in succession show a balance to the credit of the general revenues after paying working expenses, interest charges and payments for annuities in redemption of Capital. The approximate figures for 1903-1904, as compared with the three previous years, are as follows:—

	1900-1901. Lakhs.	1901-1902. Lakhs.	1902-1903. Lakhs.	1903-1904. Lakhs.
Surplus of revenue over expenditure .	48.77	126.99	34.34	128.19

11. Compared with the figures of the previous year the results for the year 1903-1904 show an improvement of 93.85 lakhs. The receipts are more by 195.83 lakhs, the working expenses are higher by 64.29 lakhs, while interest charges, etc., have increased by 37.69 lakhs. In 1902-1903 although there was an improvement in the earnings of certain railways due to the Delhi Durbar, the installation of His Highness the Maharaja of Mysore and certain religious fairs, a considerable falling-off occurred in the earnings of the East Indian, North Western and Rajputana Malwa railways owing to an abnormal depression in the coal trade and in grain and pulse traffic. In the Budget Estimate for 1903-1904 due allowance was made for general improvement in traffic, particularly on the lines that were so backward in the previous year, and the above result shows that although adverse conditions remain much the same on the Rajputana Malwa railway, the improvement has been marked on some of the larger lines, the traffic on which has been exceptionally favourable. The increase in working expenses occurs chiefly on the Great Indian Peninsula railway system and on the Burma, Eastern Bengal State and North Western railways, where largely increased outlay has been necessary on maintenance and renewals of way and rolling stock and on repairs to flood damages. The charges for interest, etc., rise with the steadily increasing expenditure on Capital account, but this increase is more than covered by the increase in profits above quoted. The large surpluses of the last four years are full of encouragement for the construction of carefully selected extensions and projects in the future.

A. T. ARUNDEL.

CALCUTTA;
The 23rd March 1904.

STATEMENT A IN APPENDIX III.

STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction,
for the year 1904-1905.

Branch lines under Rebate terms are excluded.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905.

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Grants allotted for 1903-1904.	Distribution of grants during 1904-1905.			
			R	R		
I.—OPEN LINES.						
I.—BY STATE AGENCY.						
1	Eastern Bengal	49.15	50.00			
2	Do. Improved facilities near Calcutta	12.04	10.86			
3	Do. Rungpur-Dhubri	1.41	1.50			
4	Oudh and Rohilkhand	29.60	27.48			
5	North Western	34.52	65.62			
6	Warora Colliery	-0.46	-0.25			
7	Frontier Railway Reserve	0.10	...			
8	Jodhpur-Hyderabad (British Section)	0.03	0.08			
	Total Open Lines by State Agency	126.39	155.29			
II.—BY THE AGENCY OF MAIN LINE COMPANIES.						
9	East Indian	71.09	71.17			
10	Do. Colliery Sidings	2.91	1.33			
11	Rajputana Malwa	16.70	18.00			
12	Tirhoot and Hajipur-Katihar	10.50	15.00			
13	South Indian	5.00	12.00			
	" Madura—Pamban	6.53	1.56			
14	Great Indian Peninsula	32.66	100.00			
15	Do. Bhopal-Itarsi (Brit. Sec.)	1.74	2.00			
16	S. M. Ry., Guntakal-Mysore Frontier	*05	0.24			
17	N. G. S. Ry., Bezwada Extension	0.15	0.03			
18	Madras Railway—North-East (East Coast) Line	26.50	20.00			
19	Do. Nilgiri	0.03	3.60			
	Assam Bengal—Construction	36.48	20.00			
20	" Land	210.34	264.93			
	" Jetties	336.73	420.22			
	Total Open Lines by Agency of Main Line Companies	Carried over				

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—contd.

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Grants allotted for 1903-1904.	Distribution of grants during 1904-1905.	
			R	R
OPEN LINES— <i>contd.</i>				
		Brought forward	336.73	420.22
III.—AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.				
21	Madras	1.56	33.00	
22	Calicut-Cannanore	2.00	0.30	
23	Bombay, Baroda and Central India	—0.39	5.21	
24	“ “ “ “ Godhra Baroda chord	23.60	3.24	
	Total Open Lines, old Guaranteed Companies	26.77	41.75	
IV.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.				
25	Bengal Central	0.50	0.66	
26	Bengal Nagpur (including Northern Section of East Coast Railway)	12.71	12.00	
27	Burma	29.53	32.52	
28	(Great Indian Peninsula), Indian Midland	34.84	27.27	
29	R. & K. Ry. Lucknow-Bareilly	3.84	0.54	
30	Southern Mahratta	0.80	12.00	
31	“ Mysore Section	1.20	1.21	
	Total Open Lines, other Railway Companies	83.42	86.20	
V.—CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WITH A FIRM GUARANTEE.				
32	Hardwar-Dehra	0.54	0.50	
33	Brahmaputra-Sultanpur	0.50	...	
	Total Open Lines by Branch Line Companies	1.04	0.50	
34	Purchase of four Railways*	...	60.00	
	TOTAL OPEN LINES—carried over	447.96	608.67	

* Cooch Behar, Brahmaputra-Sultanpur, Ranaghat-Krishnagar, and Segowlie-Raksaul.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1902-03.	Grants allotted during 1903-04.	Distribution of grants during 1904-05.
		Miles.	R	R	R	R
	TOTAL OPEN LINES—brought forward	—	—	—	447'96	608'67
II.—LINES UNDER CONSTRUCTION.						
I.—BY AGENCY OF MAIN LINE COMPANIES.						
35	East Indian-Gya Asansol Grand Chord	99	1,41,14	25'7	50'50	50'00
36	Ditto Shikohabad-Farukhabad	66	45,20	7'4	10'00	15'00
37	Ditto Ondal Sainthia	44	43,55	}	3'00	10'00
38	Ditto Khurja Hapur	39	26,08			
39	B. B. & C. I. Ry. Rewari Phulera Chord	133	53'25	...	11'65	28'00
40	Tirhoot State Railway—Mansi-Baptiahi and other extensions	238	1,25,72	...	18'18	50'00
41	S. I. Ry. Tinnevelly-Quilon, British Section	50	45,06	33'2	6'36	3'06
42	Ditto, Native State Section	58	1,12,65	82'0	25'01	3'30
	Ditto, Marina Loop	...	...	...	—'05	...
43	Madras Ry. Azikhal-Mangalore	77	1,08,63	3'9	32'18	50'00
	TOTAL	...	...	152.2	156'83	219'36
II.—AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.						
	TOTAL	...	...	...	...	...
III.—AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.						
44	Bengal-Nagpur Sini-Midnapur-Cuttack-Calcutta	353	8,02,45	800'5	50'82	51'4
45	Ditto Jubbulpore-Gondia (Satpura)	253	85,11	63'5	34'42	17'1
46	Ditto Midnapur-Jherria Extension	114	1,07,81	125'8	65'43	24'4
47	Ditto Colliery lines	25	18,54	17'6	9'60	1'0
48	Ditto Chowrassi Branch	9	5,67	3'1	2'53	...
49	Ditto Hariharpur Bojoodih	28	31,57	0'2	6'67	15'3
50	Ditto Reserve for new lines (Pench Valley)	25	9,00	...	1'26	5'0
51	Burma Railways, Henzada Kyangin	188	168,00	...	...	15'
52	Ditto Pegu-Moulmein	...	...	10'19'7	170'73	130'0
	Total Lines under Construction—carried over	...	...	...	327'86	349'3
	TOTAL OPEN LINES—carried over	...	...	...	447'96	608'6

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1902-03.	Grants allotted during 1903-04.	Distribution of grants during 1904-05.
		Miles.	R	R	R	R
	Total Open Lines—brought forward . . .	...	...	...	447.96	608.67
	Total Lines under Construction—brought forward	...	...	...	327.56	349.36
LINES UNDER CONSTRUCTION—<i>contd.</i>						
III.—BY THE STATE.						
53	E. B. S. Ry.—Dhubri-Gauhati . . .	151	92.31	0.7	14.35	10.23
54	" Kaunia Bonapara . . .	45	21.79	...	8.50	10.00
55	" Moorshidabad Branch . . .	96	84.48	7.0	40.00	35.29
56	O. and R. Ry., Allahabad-Fyzabad . . .	97	1,17.00	59.6	41.89	10.75
57	" Hapur-Meerut . . .	20	5.75	...	4.25	1.50
58	N. W. Ry., Hyderabad Badin . . .	61	32.46	...	17.80	18.61
59	" Quetta-Nushki . . .	82	70.06	8.0	25.89	25.00
60	" Jech-Doab (Southern Section) . . .	52	25.70	...	8.68	20.00
61	Madras Ry.—Coonoor-Ootacamund . . .	12	22.00	...	...	10.00
62	Agra-Delhi Chord . . .	121	90.76	19.3	45.19	35.20
63	Reserve for New Lines . . .	...	...	...	...	65.39
	Total Lines under Construction by the State . . .	...	...	94.6	206.55	241.97
	TOTAL—LINES UNDER CONSTRUCTION . . .	...	...	...	534.11	591.33
	TOTAL—OPEN LINES . . .	...	...	...	447.96	608.67
	GRAND TOTAL . . .	...	...	...	982.07	12,96.00

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—concl'd.

(Figures in Lakhs and Decimals of Lakhs.)

No.	Description of Expenditure and RAILWAY.	Amount in Lakhs and Decimals of Lakhs.	Distribution of grants during 1904-1905.			
			Open Lines	Construction		
ABSTRACT BY OPEN LINES AND CONSTRUCTION.						
I.—CAPITAL FOR OPEN LINES.						
i. By State agency		155'29				
ii. By agency of Main Line Companies		264'93				
iii. By " old Guaranteed Companies		41'75				
iv. By " other Railway Companies		80'20				
v. By " Branch Companies		0'50				
	TOTAL OPEN LINE	548'67				
Purchase of four railways		60'00				
II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.						
i. By agency of Main Line Companies		219'36				
ii. By " old Guaranteed Railway Companies . . . . .		...		
iii. By " other Railway Companies		130'00				
iv. By " Branch Line Companies . . . . .		...		
	TOTAL LINES UNDER CONSTRUCTION BY COMPANIES	349'36				
III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE						
	GRAND TOTAL	12,00'00				
ABSTRACT SHOWING DISTRIBUTION BY FUNDS.						
I.—From Imperial Funds.	(i) By State Agency	(a) Open Lines	155'29			
				(b) Construction	241'97	
				Total	397'26	
II.—Against the Capital Account of the old Guaranteed Railway Companies.	(ii) By the Agency of Main Line Companies	(a) Open Lines	264'93			
				(b) Construction	219'36	
				Total	484'29	
				Total I	881'55	
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies.	(a) Open Lines	41'75				
			(b) Construction . . . . .	...	
				TOTAL II	41'75	
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.	(a) Open Lines	86'20				
			(b) Construction	130'00		
				TOTAL III	216'20	
V.—Purchase of four railways	(a) Open Lines	0'50				
			(b) Construction . . . . .	...	
				TOTAL IV	0'50	
				TOTAL I to IV	548'67	
				GRAND TOTAL	591'33	
					60'00	
					12,00'00	

STATEMENT B IN APPENDIX III.

List of new lines to be taken up as funds permit, with the estimated yearly provision required to ensure an economical rate of progress when once started.

No.	Railway.	Length in Miles.	Estimated cost.	APPROXIMATE AMOUNT EACH YEAR.				
				1st.	2nd.	3rd.	4th.	Future.
EAST INDIAN RAILWAY—								
1	Burdwan-Howrah Chord	42	56.33	10	20	26	...	...
2	Bhagalpur-Bausi-Baidyanath	76	56.00	10	20	26	...	...
3	Hoogly-Kutwa	65	63.12	4	30	30	...	...
4	Kutwa-Ahmedpur	32	32.00	2	10	20	...	...
5	Gya-Kutwa cross line	180	148.47	10	40	50	49	...
6	Fatepur-Markundi	72	98.46	10	40	49	...	...
7	Agra city Terminus	...	15.00	5	10	...	...	...
8	Rewa-Sutna	31	5.25	6	...	...	...	...
BENGAL NAGPUR RAILWAY—								
9	Bankura (Bishenpur) Calcutta	105	246.00	20	50	50	50	76
10	Pench Valley Coal Branch	25	9.00	5	4	...	...	...
11	Vizianagram-Raipur	310	281.00	50	50	50	50	81
12	Ganjam District Light Railways	246	65.33	10	20	20	25	...
13	Gondia-Chanda (including Brahmapuri-Nagpur Branch).	222	100.82	40	40	21	...	...
14	Ranchi Plateau	127	45.04	10	20	15	...	...
15	Panchkura Luff Point	25	28.00	14	14	...	...	...
16	Chhindwara-Nagpur	88	9.00	5	4	...	...	...
EASTERN BENGAL STATE RAILWAY SYSTEM—								
17	Katihar-Malda	50	42.00	30	12	...	...	...
18	Sara Bridge	...	130.00	30	40	40	20	42
19	Mymensingh-Netrokana-Bara Ari	36	20.93	10	11	...	...	...
20	Singhani-Sherpur-Nalitabari	25	12.39	10	3	...	...	...
21	Dacca-Aircha	45	58.14	10	20	20	8	...
22	Serajganj-Natore	60	...	10	10	...	...	...
BENGAL AND NORTH-WESTERN, ROHILKUND AND KUMAON RAILWAY SYSTEMS—								
23	Jaunpur-Azimgarh	35	14.00	4	10	...	...	...
24	Lalkua-Kashipur	40	10.00	3	7	...	...	...
25	Gograhat-Sitapur	58	25.00	5	20	...	...	...
26	Moradabad-Ramnagar	47	16.50	6	11	...	...	...
OUDH AND ROHILKHAND RAILWAY SYSTEM—								
27	Allahabad-Jaunpur	58	30.22	3	27	...	...	...
28	Pilibhit-Barmdeo	40	20.00	10	10	...	...	...
NORTH WESTERN RAILWAY SYSTEM—								
29	Shahdera-Lyallpur	72	36.00	6	20	10	...	...
30	Larkhana-Kambar	33	20.00	10	10	...	...	...
31	Kohat-Bannu	83	40.00	20	20	...	...	...
32	Khyber Railway	35	35.00	10	10	15	...	...
33	Kabul River Railway	55	127.09	10	20	30	40	27
34	Kashmir Railway	70	70.00	10	20	30	10	...
35	Jullundar-Kapurthala (British Section)	7	3.99	3	...	...	...	...
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—								
36	Bombay-Sind Connection (Viramgam-Badin)	290	280.00	10	30	30	30	180
37	Deesa-Tharad	85	22.72	10	13	...	...	...
38	Nagda-Bara-Muttra-Aligarh	392	381.16	20	40	40	50	232
JODHPUR-BIKANER RAILWAY SYSTEM—								
39	Bara-Ajmer-Marwar	213	137.00	16	48	48	25	...

STATEMENT B IN APPENDIX III—*contd.*

No.	Railway.	Miles.	Estimated cost.	APPROXIMATE AMOUNT EACH YEAR.				
				1st.	2nd.	3rd.	4th.	Future
		Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
GREAT INDIAN PENINSULA RAILWAY SYSTEM—								
40	Warora-Chanda	42	46'00	10	20	16	...	...
41	Itarsi-Nagpur	250	...	10	10	10	10	...
42	Multai-Wardha	91	...	5	10	10	10	...
43	Warora-Belarpur	160	31'94	5	20	7	...	...
44	Belarpur-Warangal	38	...	5	10	10	10	...
45	Harpalpur-Kalpi	102	15'91	10	6	...	...	...
46	Harpalpur-Nowgong	19	2'98	3	...	...	...	...
47	Khandwa-Akola-Basim-Purna	252	170'00	20	40	40	40	...
48	Khamgaon-Jalna	94	32'65	10	10	13	...	30
MADRAS RAILWAY—								
49	Podanur-Dindigal	115	85'00	10	30	30	15	...
50	Salem-Atur	36	17'60	7	11	...	...	...
SOUTHERN MAHARATTA RAILWAY SYSTEM—								
51	Bezwada-Masulipatam	50	27'90	7	10	10	...	...
52	Kurnool Road, Kurnool	32	7'11	8	...	...	...	...
53	Guntur-Repalle	38	17'34	7	10	...	...	...
54	Phiranjeepuram-Gurzala (famine feeder)	51	12'00	3	9	...	...	...
SOUTH INDIAN RAILWAY SYSTEM—								
55	Nanjangud-Erode	121	123'03	23	50	50	...	...
56	Trichinopoly-Tirukoilur	97	74'43	10	30	35	...	...
57	Rameswaram Extension	12	119'97	10	50	60	...	...
58	Kalikiri-Rayachoti (famine feeder)	34	10'76	3	8	...	...	...
BURMA RAILWAYS SYSTEM—								
59	Pegu-Syriam	100	64'00	10	20	34	...	...
60.	Sagaing bridge	...	44'44	10	20	15	...	...

STATEMENT C IN APPENDIX III.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations, for construction by private Companies.

No.	Name of railway.	Length.	Estimated cost.	REMARKS.
		Miles.	R	
	<i>Bengal—</i>			
1	Burdwan-Cutwa	34	26,49,000	
2	Hooghly-Cutwa-Ahmedpur (or Sainthia)	97	95,12,000	}{ Negotiations pending.
3	Mymensingh, <i>via</i> Netrakona, to Bara-Ari, with branch from Shambhuganj to Gauripur	36½	22,16,000	Negotiations in progress.
4	Phulbari-Sumjhia	13	4,42,000	
5	Shibnibash (Kissengunge)—Kotchandpur-Magura	64	49,94,000	}{ Negotiations pending.
6	Singhjani, <i>via</i> Sherpur, to Nalitabari	25	12,39,000	Negotiations in progress.
	<i>Hyderabad—</i>			
7	Raichur-Wondalli	43	12,53,000	Concession granted in June 1900, but scheme no further advanced.
	<i>Madras—</i>			
8	Bellary-Rayadrug	33	8,33,000	
9	Hospet-Kottur	38	10,37,000	}{ Under construction out of the Famine Insurance Grant.
10	Berhampore-Russelkonda	49	14,91,000	Negotiations have not advanced.
11	Bezwada-Masulipatam	50	27,89,000	
12	Guntur-Repalle	38	17,34,000	
13	Kurnool Road (Dhone)—Kurnool	32	7,11,000	
14	Phirangipuram-Gurzala	51	12,60,000	
15	Vizianagram-Raipur with Sointilla branch	359	2,81,05,000	Negotiations terminated owing to the promoters' inability to form a company on the terms offered.
	<i>North-West Frontier—</i>			
16	Sarai Kala-Abbottabad-Kashmir frontier	80	91,00,000	Consideration postponed pending a decision on the Kashmir railway scheme.
	<i>Punjab—</i>			
17	Amritsar-Tarn Taran-Patti	27	13,39,000	Negotiations in progress.
18	Jullundur-Hoshiarpur	24	14,10,000	Negotiations pending.
19	Kangra Valley	90	59,35,000	Negotiations closed owing to the promoters' inability to form a company on the terms offered.
20	Rawalpindi-Murree with extensions to Kuldana and Gharial	50	41,34,000	Negotiations in progress.
	<i>Rajputana—</i>			
21	Baran-Ajmere-Marwar	213	1,36,67,000	Proposals rejected owing to the promoters' requiring a firm guarantee in sterling.

STATEMENT D IN APPENDIX III.
Memorandum on the construction of Railways.

	Miles.	Miles.
East Indian	1,981.15	
Bengal Central (a)	125.01	
Bengal-Nagpur	1,665.17	
Indian Midland	578.53	
Great Indian Peninsula	1,561.63	
Khamgaon	5	
Amrāoti	13.11	
Bhopal-Itarsi (British section)	141.14	
Godhra-Rutham-Nagda	20.58	
Bewada extension	8	
Madras (North-East line)	497.19	
North Western	3,077.50	
Oudh and Rohilkhand	1,063.64	4,418.16
Eastern Bengal	277.02	
Bombay, Baroda and Central India	1,360.68	1,348.78
Madras	988.10	
Delhi-Umballa-Kalka	162.24	
Tarkessur	22.23	
South Behar	78.76	
Southern Punjab	421.72	875.7
Hardwar-Delhi	32.04	
Tapti Valley	155.48	
Bina-Goona-Bārān	145.63	
Bhopal-Ujjain	113.27	
Bhopal-Itarsi (Native State section)	44.28	
The Nizam's Guaranteed State	330.13	709.93
Nagda-Ujjain	34.32	
Petlad-Cambay (Anand-Tarapur section)	21.50	
Petlad-Cambay (Tarapur-Cambay section)	10.92	
Kolar Gold-fields	9.88	
Rajpura-Bhātinda	107.05	
Jammu and Kashmir (Native state section)	15.92	201.63
Ladhiāna-Dhuri-Jakhal	78.66	
Bengal and North-Western—		
Tirhoot section	516.89	
Company's section (l)	813.72	
Rohilkund and Kumaon (Lucknow-Bareilly section)	231.17	
Rajputana-Malwa	1,648.33	
Palanpur-Deesa	17.28	
Southern Mahratta	1,042.04	
Gantakal-Mysore frontier	119.50	
Mysore section (Southern Mahratta)	296.22	7,994.50
Nilgiri	16.90	
South Indian	1,423.13	
Tanjore District Board	71.11	
Assam Bengal	643.71	
Burma	311.44	
Jodhpur-Hyderabad (British section)	123.98	
Tirunelly-Quilon (Travancore) (British section)	19.05	
Eastern Bengal—		
Northern Behar and Kāunia-Dhubri sections (including the Kāunia-Kurigram branch, and British section, Cooch Behar-Santrabari extension, 2' 0" gauge)	535.23	
Dacca section	85.92	700.76
Cawnpore-Burhwal (Metre gauge-link)	79.60	
Deoghar	4.79	
Brahmaputra-Sultanpur	59.37	
Mymensingh-Jamālpur-Jagannathganj	53.14	
Rohilkund and Kumaon (Company's section)	53.92	
Bengal Doobars	36.40	
Bengal Doobars extensions	106.76	500.67
Dibrū-Sadiya	77.55	
Ledo and Tilkāk-Margherita Colliery	11.00	
Ahmedābād-Parāntīj	54.70	
Sagauli-Raxaul	18.09	
Ahmedābād-Dholka	25.00	
Vijapur-Kalol-Kadi	29.44	
Gaekwār's Mehsāna	92.53	
Hyderabad-Gōdāvāri Valley	391.92	
Kolhapur	29.27	
Hindupur (Yevantpur-Mysore frontier)	51.35	712.53
Mysore-Nanjangud	15.80	
Birar-Shimoga	37.92	
Shotanur-Cochin	64.75	
Jodhpur-Bikaner	700.29	
Udāipur-Chitor	67.30	
Bhāvnagar-Gondal-Junāgād-Portbandar	334.19	1,223.04
Jetāsar-Rājkot	46.21	
Jamnagar	54.22	
Dhrāngadār	20.83	
West of India Portuguese	51.11	
Pondicherry	7.85	73.61
Kāraikāl-Peralam	14.65	
Bengal-Nāgpur—Raipur-Dhamtari branch (2' 0")	56.24	
Jorhat (2' 0")	36.00	
Nowshera-Durgai (2' 0")	40.25	106.13
Khushalgarh-Kohat-Thal (2' 0")	29.70	
Dāndol Light (2' 0")	6.18	
Darjeeling-Himalayan (2' 0")	51.00	
Bārsi Light (2' 0")	21.59	
Hōrāh-Amta (2' 0")	28.69	
Hōrāh-Shekhālā (2' 0")	19.75	
Rānāghāt-Krislināgar (2' 0")	20.25	239.76
Tārakeshwar-Māgra (2' 0")	31.12	
Tēpūr-Balpāra (2' 0")	20.10	
Pawāyan-Light (2' 0")	39.50	
Thāton-Duylinzāk Light (2' 0")	7.76	
Gāekwār's Dabhol (2' 0")	78.89	
Rājpīpla (2' 0")	37.37	
Patlakimedi Light (2' 0")	24.68	266.99
Gāwal Light (2' 0")	126.11	
Cooch Behar (2' 0")	33.60	
Morbi (2' 0")	91.36	

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(b) Worked by the Great Indian Peninsula Railway Company.
(c) Worked by the Bombay, Baroda and Central India Railway Company.
(d) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(e) Worked by the Madras Railway Company.
(f) Including 2.66 miles laid on a mixed (2' 0" and 3' 0") gauge, and 0.31 mile on the 3' 0" gauge.
(g) Including 5.63 miles of military line not used for public traffic.
(h) Including 20.28 miles of mixed (2' 0" and 3' 0") gauge between Kot Kapura and Bhātinda, worked over by the North Western State and Rajputana-Malwa railways.
(i) Worked by the East Indian Railway Company.
(j) Worked by the North Western State Railway.
(k) Includes the Viramgam-Wādhwan section, 39.23 miles, converted from the 5' 0" gauge to the 3' 0" gauge on 14th December 1902.
(l) The line was purchased by Government with effect from the 1st January 1903.
(m) Excludes 39.23 miles of the Viramgam-Wādhwan section converted from the 5' 0" gauge to the 3' 0" gauge on the 14th December 1902.

At the commencement of 1903-1904, i.e., on the 1st April 1903, the total length of railways open for traffic was 26,307.72 miles, made up as follows:—

Miles. Miles.

5' 6" gauge—

(i) State lines worked by companies 6,751.51

(ii) State lines worked by the State 4,418.16

(iii) Guaranteed companies 1,348.78

(iv) Assisted companies 875.47

(v) Lines owned by native states and worked by companies 709.93

(vi) Lines owned by native states and worked by state railway agency 201.63

14,305.48

3' 3½" gauge—

(vii) State lines worked by companies 7,994.50

(viii) State lines worked by the State 700.76

(ix) Assisted companies 500.67

(x) Lines owned by native states and worked by companies 712.58

(xi) Lines owned and worked by native states 1,223.04

(xii) Foreign lines 73.61

11,205.16

Special (2' 6" and 2' 0") gauges—

(xiii) State lines worked by companies 56.24

(xiv) State lines worked by the State 105.13

(xv) Assisted companies 239.76

(xvi) Lines owned by native states and worked by companies 266.99

(xvii) Lines owned by native states and worked by state railway agency 33.60

(xviii) Lines owned and worked by native states 94.36

797.08

TOTAL 26,307.72

(i) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(m) Including 2.10 miles at Ujjain and 3.07 miles between Junna East Bank and Aishbagh, but including the length, Barā Bānkī to Burhwal, 16.79 miles and the length over the Cawnpore bridge, 0.59 mile, laid on a mixed gauge.
(n) Worked by the Southern Mahratta Railway Company.
(o) Worked by the South Indian Railway Company.
(p) Worked by the Jodhpur-Bikaner railway.
(q) Excluding 3.66 miles of the Lucknow-Bareilly railway between Dālīganj and Aishbagh, but including the length, Barā Bānkī to Burhwal, 16.79 miles and the length over the Cawnpore bridge, 0.59 mile, laid on a mixed gauge.
(r) Worked by the Eastern Bengal State railway.
(s) Worked by the Assam Railways and Trading Company.
(t) Worked by the Bengal and North-Western Railway Company.
(u) Including 4.87 miles of Bhāvnagar-Dock estates and Junāgād quarry lines.
(v) Worked by the Bhāvnagar-Gondal-Junāgād-Portbandar railway.
(w) Including 3.99 miles of Bedi-Bāndār Dock estate siding.
(x) Worked by the Rohilkund and Kumaon Railway Company.
(y) Worked by the Bengal-Nāgpur Railway Company.
(z) Clasped as a State railway in consequence of the lease in perpetuity of the Assigned Districts of Berar to the British Government with effect from the 1st October 1902, and treated as an integral part of the Great Indian Peninsula railway undertaking as from the 1st January 1903.

And the mileage under construction or sanctioned for construction on the same date was 2,649.70 miles, as follows :—

Miles. Miles.

5' 6" gauge—

(i) State lines worked by companies 441.92

(ii) State lines worked by the State 303.95

(iii) Guaranteed companies 61.07

806.94

3' 3 $\frac{1}{2}$ " gauge—

(iv) State lines worked by companies 613.33

(v) State lines worked by the State 151.62

(vi) Assisted companies 53.29

(vii) Lines owned by native states and worked by companies 70.15

(viii) Lines owned and worked by native states 72.85

961.24

Special (2' 6" and 2' 0") gauges—

(ix) State lines worked by companies 297.50

(x) State lines worked by the State 62.03

(xi) Assisted companies 394.62

(xii) Lines owned by native states and worked by companies 127.37

881.52

TOTAL 2,649.70

There was thus a grand total of railways completed and in hand, on the 1st April 1903, of miles 28,957.42

		Miles.	Miles.	Miles.
	East Indian—			
	Shikohabad to Farukhabad	65.82		
	Manpur to 0.87 mile beyond Gurpa	25.25		
	Mile 0.87 beyond Gurpa to Kodarma	18.19		
	Kodarma to Harlharpur	56.19		
	Mile 170 $\frac{1}{2}$ on Jheriah branch to Chandore	4.16		175.98
	Jheriah to Dhanbad	3.75		
	Tasta siding	1.75		
	Northern half of the Maikera-Kátrásgarh cross connection	0.71		
	Bengal-Nágpur—			
	Chaurashi to Nodeeha in the Chaurashi coal-fields.	4.81		
(i)	Bhojdhil to Harlharpur	27.90		
	Bhojdhil to Parthadhi	1.45		
	Bhojdhil to Mhoda, including the Bhaga connection	21.36	57.73	
	Bhowra siding	1.50		
	Southern half of the Malkera-Kátrásgarh cross connection	0.71		
	Indian Midland—			
	Ait to Kunch	8.85		
	Agra-Delhi Chord	121.16		
	Madras (North-East line)—			
	Korukkuppettai to Basin Road	0.93		
	Azhikal-Mangalore extension	77.27		
	North-Western—			
	Jech Doab line, Northern section—			
	Malakwáli to Karana	51.40		
	From a point 12 miles south of Quetta to Nushki	82.50	133.90	
	Oudh and Rohilkhand—			
	Sultanpur to Chilibilla	22.00		
	Allahabad to Siwai	11.30		
	Sultanpur to Fyzabad	36.37	85.14	
	Balamati to Madhoganj	14.47		
	Eastern Bengal—			
	Extension of Chitpore terminus	1.66		
	Panchooria to the Ganges (b)	6.00		
	Kankurgachi Chord	2.25	94.91	
	Ranaghat to Murshidabad	75.00		
	Bombay, Baroda and Central India—			
	Godhra to Baroda	44.00		
(iii)	Madras—			
	Tellicherry to Azhikal	17.07		
	Bengal and North-Western—			
	Tirhoot section—			
	Sakri to Jainagar (a)	30.47		
	Company's section—			
	Aunrihar to Jaunpur	36.14		
	Uska Bazar to Tulsipur	53.54	132.65	
	Gaisanri to Jarwa	12.56		
	Gorakhpur to Bagha	60.94		
	Rohilkund and Kumaon (Lucknow-Bareilly section)—			
	Dudhwa to the Mohan river	5.93		
	Rajputana-Malwa—			
	Rewari-Phulera Chord (a)	133.32		
	Famine lines (Madras Presidency)—			
	Bellary to Rayadrag.	33.00	71.10	
	Hospet to Kottur	38.10		
	South Indian—			
	Saidapet to Madras	8.38		
	Tirappachettai to Sivagunga (d)	9.00	17.38	
	Tinnevelly-Qulion (Travancore) (British section)—			
	Kallidaiurki to the British frontier near Shencottah	31.23		
	Tanjore District Board—			
	Pattukkottai to Arantangi	28.35		
	Adirampatnam and Thambikkottai Salt sidings and Arantangi Quarry branch	33.88	5.53	
	Assam-Bengal—			
	Damchara to Lumding	100.74		
	Burma—			
	Letpadan to Tharawaw	23.00		
	Henzada to Henzada shore	3.00	26.00	
	Eastern Bengal—			
	Golokganj to the Brahmaputra opposite Gauhati			
	Bengal Doars—			
	Dalgao to Madarhat	9.80		
	Noakhali (Bengal)—			
	Láksáni via Noakhali to Sahib-Ghatta (Ichakhali)	34.95		
	Ahmedabad-Dholka—			
	Bavla to Dholka	8.51		
	Vijapur-Kalol-Kádi—			
	Kalol to Kádi	12.20		
	Tinnevelly-Qulion (Travancore) (Native state section)—			
	Quilon to the British frontier near Shencottah	57.95		
	Jaipur—			
	Sánganer to Siwai-Mádhopur (c)			
	Bengal-Nágpur (Jubbulpore-Gondia extension) (2' 6")—			
	Jubbulpore to Gondia	13.43		
	Neimpur to Mandia	21.75	252.67	
	Neimpur to Chindwara	87.49		
	Famine lines (Madras Presidency)—			
	Morappur to Dharmpur	18.37		
	Tirupattur to Krishnagar	26.46	44.83	
	Khushálgarh-Kohat-Thal (2' 6")—			
	Kohat to Thal			
	Bársi Light (2' 6")—			
	Bársi Town to Pandharpur	30.67		
	Bársi Town to Tadwala	26.70	57.37	
	Kalka-Simla (2' 6")—			
	Bukhtiarpur-Bihar Light (2' 6")—			
	Bukhtiarpur to Behar	18.75		
	Madura District Board (2' 6")—			
	Ammayanayakanur to Kotagudi	55.00		
	Periyakulam to Krishna-Manalka's Tope	5.00	93.00	
	Theoni to Karunath	23.00		
	Shahdara-Saharanpur Light—			
	Shahdara to Saharanpur	95.00		
	Baraut to Meerut	30.00	125.00	
	Howrah-Amta (2' 6")—			
	Jagatballabhpur to Antpur	8.50		
	Antpur to Champadanga (a)	9.00	21.00	
	Antpur to Rajbulhat (a)	3.50		
	Dwara-Therria (2' 6")—			
	Therria Ghát to Maolong (a)			
	Maolong to Noorpur or Dwara			
	Rewah (2' 6")—			
	Rewah to Sutna (a)			31.81
	Gaekwar's Dabholi (2' 6")—			
	Padra to Mhoba			9.20
	Gwalior Light (2' 6")—			57.88
	Gwalior to Sabulgarh			
	Moharbanj—			
	Baripada Road to Baripada			28.50

(a) Commencement of work not authorized.
 (b) Constructed but not worked.
 (c) Completion deferred.
 (d) Work not commenced.

		Miles.	Miles.	Miles.
	East Indian—			
	Ondal to Sainthia	43.62	82.49	
	Khurja to Hapur	38.87		
	Bengal-Nagpur—			
(i)	Jamadibhi to Ballia	5.50		161.95
	Great Indian Peninsula—			
	Warah Coal branch—			
	Warora to Bellapur (e)	37.90		
	Saem-Attur (e)	36.06		
	North Western—			
	Hyderabad (Sind) to Badin	61.00		
	Jech Doab line, southern section—		158.85	
	Karania to Sharokh Road	87.85		
	Oudh and Rohilkhand—			
	Phaphamau to Zafarabad	57.50	77.00	258.35
	Erut to Hapur	19.50		
	Eastern Bengal—			
	Murshidabad to Jeaganj	6.00		
	Jeaganj to Lalgola	16.50	22.50	
(ii)	Southern Punjab—			
	Ludhiana to MacLeod Ganj	162.30		
	Bengal and North-Western—			
	Tirhoot section—			
	Mansi to Bapthihi	60.01		
	Bettiah to Bagaha	49.35		
	Sihura to Muriganj	18.61		
	Bairagnia to Bikna Thori	79.55	229.22	
	Company's section—			
	K-paganj to Dohrighat	21.70		
	Nilgiri—			
	Coonor to Ootacamund	11.50		
	Burma—			
	Peau to Martaban (b)	121.27		
(v)	Eastern Bengal—			
	Kaunia to Bonpara	44.25		
	Rohilkund and Kumaon (Company's Section)—			
	Bareilly to Soron	56.00		
	M. Radabadi to Ramnagar	47.00	148.00	
	Lalkus to Kashipur	45.00		
(vi)	North Western—			
	Jullundur to the British frontier (a)	6.80		
	Baraset-Basirhat (2' 6")—			
	Baraset to Basirhat	26.00		
	Tarakeshwar-Magra (2' 6")—		28.15	
	Magra to Tribeni	21.15		
	Gackwar's Dabholi (2' 6")—			
	Mohha to Kanjat	6.50		
	Gwalior Light (2' 6")—			
	Sabalgash to Sheopur	69.00	75.50	
(vii)	North Western—			
	Sultanpur to the British frontier (a)	22.02		
	Cutch (2' 6")—			
	Anjar to Tuna	11.86		
	East Indian—			
	Iheria to Dhanbad	3.79		
	Northern Section of the Malkera Katrasgarh cross connection	0.67	6.21	
	Tasra siding	1.75		
	Bengal-Nagpur—			
	Bh-judh to Bhaga	6.66		
	Bhaga to Malkera	8.79		
	Southern section of the Malkera Katrasgarh cross connection	18.66	33.72	
	Bhowra siding	0.71		
	Indian Midland—	2.50		
	Ait to Kunch	8.85		
	North Western—			
	Jech Doab line, Northern section—			
	Malakwal to Sargoda	46.25		
	Oudh and Rohilkhand—			
	Chibilla to Sultanpur	22.00		
	Phaphamau to Siwai	3.63		
	Sultanpur to Fyzabad	36.37	76.47	123.70
	Balamau to Midhaganj	13.47		
	Eastern Bengal—			
	Extension of Chittore terminus	0.98		
	Madras—			
	Tellicherry to Azhikal	16.47		
	Bombay, Baroda and Central India—	60.47		
	Goudia to Baroda	44.00		
	Bengal and North-Western—			
	Company's Section—			
	Kopaganj to Dohrighat	21.70	57.81	
	Aurnihari to Jaunpur	36.14		
	Rohilkund and Kumaon (Lucknow Bareilly section)—			
	Dudhwa to Chandau Chowki (the Mohan river)	5.87		
	Tinnevelly-Quilon (Travancore) (British section)—			
	Kallidurkichi to Shencottah	30.88		
	Tanjore District Board—			
	Pattukkottai to Arantangi	28.35	249.21	
	Assam-Bengal—			
	Damchara to Lumding	100.74		
	Burma—			
	Lepdadam to Tharawat	23.07		
	Henzada to Henzada shore	2.46	25.53	
	Nonkhal (Bengal)—			
	Laksam to Sahibghatta	34.90		
	Bengal Doars extension—			
	Dulgaon to Madatihat	9.81	53.21	
	Ahmedabad-Dholka—			
	Bavla to Dholka	8.50		
	Vijapur-Katol-Kadi—			
	Katol to Kadi	12.20		
	Tinnevelly-Quilon (Travancore) (Native State section)—	40.20		
	Quilon to Ponaiur	28.00		
	Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")—			
	Gondia to Neinpur	74.50	121.63	
	Neinpur to Sconi	47.13		
	Khushbighar-Kohat-Thal (2' 6")—			
	Kohat to Thal	62.03		
	Bukhtiarpur-Behar Light (2' 6")—			
	Bukhtiarpur to Behar	18.50	77.94	
	Kalka-Simla (2' 6")—			
	Kalka to Simla	59.44		
	Gackwar's Dabholi (2' 6")—			
	Padra to Kanjat	15.70		

During 1903-1904, i.e., from 1st April 1903 to 31st March 1904, 1,281.77 miles of new railway have been authorised as follows:—

5' 6" gauge—	Miles.	Miles.
(i) State lines worked by companies	161.95	

(ii) State lines worked by the State	258.35
(iii) Assisted companies	162.90

583.20

3' 3 $\frac{1}{2}$ " gauge—	
(iv) State lines worked by companies	361.99
(v) State lines worked by the State	44.25
(vi) Assisted companies	148.00

554.24

Special (2' 6" and 2' 0") gauges—	
(vii) State lines worked by the State	6.80
(viii) Assisted companies	28.15
(ix) Lines owned by native states and worked by companies	75.50
(x) Lines owned by native states and worked by state railway agency	22.02
(xi) Lines owned and worked by native states	11.86

TOTAL . . . 1,281.77

And 837.81 miles have been or are likely to be opened to public traffic as follows:—

5' 6" gauge—	Miles.	Miles.
(xii) State lines worked by companies	33.72	
(xiii) State lines worked by the State	123.70	
(xiv) Guaranteed companies	60.47	217.89

3' 3 $\frac{1}{2}$ " gauge—	
(xv) State lines worked by companies	249.21
(xvi) Assisted companies	53.31
(xvii) Lines owned by native states and worked by companies	40.20

342.62

Special (2' 6") gauge—	
(xviii) State lines worked by companies	121.63
(xix) State lines worked by the State	62.03
(xx) Assisted companies	77.94
(xxi) Lines owned by native states and worked by companies	15.70

277.30

TOTAL . . . 837.81

(a) Question of gauge not yet settled.

(b) With a steam ferry to connect with the port of Moulmein—Commencement of work not yet authorized.

The total length of open line at the commencement of 1904-1905, i.e., on the 1st April 1904, will, therefore, be 27,143.36 miles, comprising—

Miles. Miles.

5' 6" gauge—

(i) State lines worked by companies 6,787.62

(ii) State lines worked by the State 4,537.92

(iii) Guaranteed companies 1,409.24

(iv) Assisted companies 876.05

(v) Lines owned by native states and worked by companies 709.93

(vi) Lines owned by native states and worked by state railway agency 201.63

14,522.39

3' 3½" gauge—

(vii) State lines worked by companies 8,242.58

(viii) State lines worked by the State 700.71

(ix) Assisted companies 553.87

(x) Lines owned by native states and worked by companies 752.78

(xi) Lines owned and worked by native states 1,223.04

(xii) Foreign lines 73.61

Special (2' 6" and 2' 0") gauges—

(xiii) State lines worked by companies 177.87

(xiv) State lines worked by the State 168.16

(xv) Assisted companies 317.70

(xvi) Lines owned by native states and worked by companies 282.69

(xvii) Lines owned by native states and worked by state railway agency 33.60

(xviii) Lines owned and worked by native states 94.36

TOTAL 27,143.36

	Miles.	Miles.
(i) Great Indian Peninsula	1,933.37	
Bhopal-Itarsi (British section)	125.01	
Godhra-Rutlam-Nagda	1,634.22	
Bezwada extension	1,561.38	5,772
Madras (North-East line)	(b) 13.11	
North Western	(c) 141.14	
Oudh and Rohilkhand	(d) 21.47	
Eastern Bengal	(e) 497.19	
Bombay, Baroda and Central India	(f) 3,118.13	
Madras	(g) 111.11	4,537
Delhi-Umballa-Kalka	(h) 273.68	
Tarkessur	(i) 904.56	1,409
South Behar	(j) 182.21	
Southern Punjab	(k) 22.22	
Hardwar-Dehra	(l) 78.76	
Tapti Valley	(m) 425.33	270
Bina-Goona-Baran	(n) 32.04	
Bhopal-Ujjain	(o) 155.48	
Ehopal-Itarsi (Native state section)	(p) 112.27	
The Nizam's Guaranteed State	(q) 44.26	
Nagda-Ujjain	(r) 330.13	704
Petlad-Cambay (Anand-Tarapur section)	(s) 34.32	
Petlad-Cambay (Tarapur-Cambay section)	(t) 21.50	
Kolar Gold-fields	(u) 10.92	
Rajputana-Bhatinda	(v) 9.88	
Jammu and Kashmir (Native state section)	(w) 107.05	20
Ludhiana-Dhuri-Jakhal	(x) 15.92	
	(y) 78.66	
Bengal and North-Western	516.99	
Tirhoot section	(a) 370.90	
Company's section (i)	(b) 237.04	
Rohilkund and Kumaon (Lucknow-Bareilly section)	(c, h, & m) 1,643.36	
Rajputana-Malwa	(c) 172.28	
Palpur-Deesa	(d) 1,042.04	
Southern Mahratta	(e) 119.50	
Guntakal-Mysore frontier	(f) 295.22	8,242
Mysore section (Southern Mahratta)	(g) 16.90	
Niigiri	(h) 1,123.13	
South Indian	(i) 49.93	
Tianevelli-Quilon (Travancore) (British section)	(j) 99.46	
Tanjore District Board	(k) 741.08	
Assam-Bengal	(l) 1,336.97	
Burma	(m) 123.98	
Jodhpur-Hyderabad (British section)		
Eastern Bengal		
Northern Behar and Kannia-Dhubri sections (including the Kannia-Kurigram branch and British section, Cooch Behar-Santraguri extension 2' 6" gauge)	*535.19	704
Dacca section	85.92	
Cawnpore-Burhwal (Metre gauge link)	(g) 79.60	
Deoghar	4.79	
Brahmaputra-Sultanpur	(r) 51.14	
Mymensingh-Jamalpur-Jagannathganj	53.92	
Rohilkund and Kumaon (Company's section)	26.40	
Bengal Doars	*116.56	
Bengal Doars extensions	77.50	55
Dibrus Sadiya	(r) 11.00	
Ledo and Tikak-Margherita Colliery	(c) 54.70	
Ahmedabad-Parantij	(t) 18.09	
Sagauli-Raxaul	(e) 33.50	
Ahmedabad-Dholka	31.90	
Noakhali (Bengal)	(c) 92.63	
Gaekwar's Mehsana	(d) 391.42	
Hyderabad-Gudavari Valley	(n) 29.27	
Kolhapur	(n) 51.35	
Hindupur (Yesvantpur-Mysore frontier)	(n) 15.80	
Mysore-Nanjangud	(e) 41.64	
Vijapur-Kalol-Kadi	(e) 64.75	
Shoranur-Cochin	(n) 37.92	
Birur-Shimoga	(s) 28.03	
Tianevelli-Quilon (Travancore) (Native state section)		
Jodhpur-Bikaner	700.29	
Udaipur-Chitor	67.30	
Bhavnagar-Gondal-Junagadh-Porbandar	(u) 334.19	1,409
Jetalsar-Rajkot	(v) 40.21	
Jamnagar	(v) 51.22	
Dhrangadhra	(v) 20.83	
West of India Portuguese	(n) 51.11	
Pondicherry	(e) 7.85	
Karakkal-Peralam	(o) 14.65	
Rengal-Nagpur	121.63	
Jubbulpore-Gondia extension (2' 6")	56.24	
Raipur-Dhamtari branch (2' 6")	30.00	
Jorhat (2' 0")	(f) 40.25	
Nowshera-Durgal (2' 6")	(f) 6.18	
Dandot Light (2' 0")	(f) 91.73	
Khushabgarh-Kohat-Thal (2' 6")	51.00	
Darjeeling-Himalayan (2' 0")	21.59	
Barsi Light (2' 6")	28.69	
Howrah-Amta (2' 0")	19.75	
Howrah-Shekhala (2' 0")	(b) 20.25	
Ranaghat-Krishnagar (2' 6")	31.12	
Taraknath-Mogra (2' 6")	20.10	
Tezpur-Balipatra (2' 6")	(w) 39.50	
Powayan (2' 0")	7.76	
Thaton-Duylazik Light (2' 6")	18.50	
Bukhtiarpur Behar Light (2' 6")	59.44	
Kalika-Simla (2' 6")	(c) 49.50	
Gaekwar Dabhol (2' 6")	(c) 37.37	
Rajipura (2' 6")	(v) 23.68	
Parikramdei (2' 6")	(b) 126.14	
Gwalior Light (2' 0")	(r) 11.14	
Cooch Behar (2' 6")		
Morvi (2' 6")		

(a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
 (b) Worked by the Great Indian Peninsula Railway Company.
 (c) Worked by the Bombay, Baroda and Central India Railway Company.
 (d) Worked by His Highness the Nizam's Guaranteed State Railways Company.
 (e) Worked by the Madras Railway Company.
 (f) Including 2.66 miles laid on a mixed gauge and 0.31 mile on the 3' 3½" gauge.
 (g) Including 5.63 miles of military line not used for public traffic.
 (h) Including 26.28 miles of mixed gauge (3' 0" and 3' 3½") between Kot Kapura and Bhatinda, worked over by the North Western State and Rajputana-Malwa railways.
 (i) Worked by the East Indian Railway Company.
 (j) Worked by the North Western State railway.
 (k) Worked by the Oudh and Rohilkhand State railway.
 (l) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (m) Including 2.10 miles at Ujjain and 3.07 miles between Jumna East Bank and Agra Cantonment laid on the 3' 6" gauge.
 (n) Worked by the Southern Mahratta Railway Company.

(o) Worked by the South Indian Railway Company.
 (p) Worked by the Jodhpur-Bikaner railway.
 (q) Excluding 3.66 miles of the Lucknow-Bareilly railway between Daliganj-Aishbagh but including the length, Bara Banki to Burhwal, 16.75 miles, the length over Cawnpore bridge, 0.59 mile, laid on a mixed gauge.
 (r) Worked by the Eastern Bengal State railway.
 (s) Worked by the Assam Railways and Trading Company.
 (t) Worked by the Bengal and North-Western Railway Company.
 (u) Including 4.93 miles of Bhavnagar Dock estate and Junagadh quay line.
 (v) Worked by the Bhavnagar-Gondal-Junagadh-Porbandar railway.
 (w) Including 3.03 miles of Bedi Bandal Dock estate siding.
 (x) Worked by the Rohilkund and Kumaon Railway Company.
 (y) Worked by the Bengal-Nagpur Railway Company.
 (z) Including 39.23 miles between Virangam and Wadhwan converted from 3' 6" gauge to the 3' 3½" gauge on the 14th December 1902.
 (d) Including the metre gauge connection 1.81 miles between the Oudh-Rohilkhand Cantonment and the Bengal and North-Western railway stations at Benares.
 (b) Negotiations are in progress for the purchase of this line by the State.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1903-1904

Add—Opened during 1903-1904

Deduct—Net decrease due to corrections of mileage

26,307.72

837.81

27,145.53

2.17

27,113.36

	Miles.	Miles.	Miles.
East Indian—			
Mangalore to Hariharpur	99.79		
Kusunda to Chandore	4.16		
Shikohabad to Farukhabad	65.82	252.26	
Ondal to Sainthia	43.62		
Khurja to Hapur	28.87		
Bengal-Nagpur—			
Bhujdih to Parthadih	1.45		
Bhujdih to Hariharpur	27.90	40.76	
Malika to Mhoda	5.91		
Jambhoba to Baily	5.50		
Madras (North-East line)—			
Konkuppettai to Basin Road Station	0.93		
Salem-Attur (a)		36.06	
Agra-Delhi Chord		121.16	
Azhikudi-Mangalore Extension		77.27	
Great Indian Peninsula (Wardha Coal branch)—			
Wardha to Bellarpur (a)		37.90	
North Western—			
Sargoda to Shorkot Road	103.00		
From a point 12 miles South of Quetta to Nushki	216.50		
Hyderabad (Sind) to Badin	61.00		
Oudh and Rohilkhand—			
Allahabad to Phapham	7.62		
Phapham to Zafarabad	57.50	84.62	
Meerut to Hapur	19.50		
Eastern Bengal—			
Parchoria to the Ganges (b)	6.00		
Ranashat to Murshidabad	75.00		
Murshidabad to Jeaganj	6.00		
Jeaganj to Laligola	16.50		
Kankurgachi Chord	2.25		
Southern Punjab—			
Ludhiana to MacLeodganj		162.90	
(Bengal and North-Western—			
Tirhoot section—			
Sakri to Jainagar	30.47		
Mausi to Bapriali	60.01		
Bettiah to Bagaha	49.35		
Sihura to Murliganj	18.61		
Bairagnia to Bikun Thori	79.55	365.03	
Company's section—			
Uska Bazar to Tulsipur	53.54		
Gaisaari to Jarwa	12.56		
Gorakhpur to Bagaha	60.94		
Rajputana-Malwa—			
Rewari to Phulera		133.32	716.75
Famine lines (Madras Presidency)—			
Belary to Rayadurg	33.00		
Hospet to Kottrur	38.10	71.10	
South Indian—			
Tiruppattettu to Sivagunga		9.00	
Tanjore District Board—			
Adirampatnam and Thambikkottai Salt sidings and Arantangi Quarry branch		5.53	
Nilgiri—			
Coneor to Ootacamund		11.50	
Burma—			
Pegu to Martaban (a)		121.27	
Eastern Bengal—			
Golokganj to the Brahmaputra, opposite Gauhati	151.62	195.87	
Kauila to Bonapara	44.25		
Rohilkund and Kumaon (Company's section)—			
Bareilly to Sora	56.00		
Miradabad to Ramnagar	47.00		
Latka to Kashipur	45.00	148.00	
Tiruvelly-Quilon (Travancore) (Native state section)—			
Ponalar to the Frontier of the Travancore State near Shencottah		29.95	
Jaipur—			
Sanganer to Siwal-Madhopur (c)		72.85	
Bengal-Nagpur (Jubbulpore-Gondia extension) (a' 6")—			
Jubbulpore to Neinpur	68.93		
Neinpur to Mandia	21.75	131.04	
Seoni to Chindwara	40.36		
Famine lines (Madras Presidency)—			
Morapur to Dharmapuri (a' 6")	19.36	174.83	
Tirupattur to Krishnagiri (a' 6")	25.43	43.79	
North Western—			
Jullundur to the British frontier (d)		6.80	
Barsi (a' 0")—			
Barsi Town to Pandharpur	30.67		
Barsi Town to Tadwai	28.70	57.37	
Howrah-Amta (a' 0")—			
Jagatballupur to Antpur	8.58		
Antpur to Champadanga (a)	9.00	21.00	
Antpur to Rajbulhat (a)	3.50		
Dwara-Theria (a' 0")—			
Theria Ghat to Maolong (a)	6.00		
Maolong to Noorpore or Dwara	12.50	19.50	
Nadra District Board (a' 6")—			
Anmaya Nayakanur to Kotagudi	55.00		
Periyakulam to Krishna Manak's Tope	5.00	93.00	
Theni to Karuvanath	33.00		
Shahdara-Saharanpur (a' 6")—			
Shahdara to Saharanpur	95.00		
Baraut to Meerut	30.00	125.00	
Baraast-Basirhat (a' 6")—			
Baraast to Basirhat		26.00	
Tankeshwar Magra (a' 6")—			
Magra to Tribeni		2.15	
Moharshbanj (a' 6")—			
Baripada to Baripada Road		28.50	
Gwallor (a' 6")—			
Gwallor to Sabulgarh	57.86	155.36	
Sabulgarh to Sheopur	69.00	126.86	
North Western—			
Sultanpur to the British frontier (d)		22.02	
Cutch (a' 6")—			
Anjar to Tuna		11.86	1,230.36

(a) Commencement of work not yet authorised.
(b) Constructed but not worked.

And the mileage under construction or sanctioned for construction on the 31st March 1904 will be 3,044.42 miles, made up as follows:—

5' 6" gauge—

(i) State lines worked by companies	566.34
(ii) State lines worked by the State	436.87
(iii) Assisted companies	162.90

1,166.11

3' 3 1/2" gauge—

(iv) State lines worked by companies	716.75
(v) State lines worked by the State	195.87
(vi) Assisted companies	148.00
(vii) Lines owned by native states and worked by companies	29.95
(viii) Lines owned and worked by native states	72.85

1,163.42

Special (2' 6" and 2' 0") gauges—

(ix) State lines worked by companies	174.83
(x) State lines worked by the state	6.80
(xi) Assisted companies	344.02
(xii) Lines owned by native states and worked by companies	155.36
(xiii) Lines owned by native states and worked by state railway agency	22.02
(xiv) Lines owned and worked by native states	11.85

714.89

TOTAL

3,044.42

Making a grand total of railways completed and in hand, at the commencement of 1904-1905 of miles *30,187.78

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles

1,230.36

(c) Completion deferred.
(d) Question of gauge not yet finally settled.

* Made up as follows:—

Completed and in hand at the beginning of 1903-1904
Sanctioned during 1903-1904

Miles.

28.57

1,281.77

30,239.19

Deduct—

Abandoned—

Rewah-Sutna

1.81

South Indian, Marina Loop

8.38

Saidapet to Madras

40.19

Net decrease due to corrections of mileage

11.22

51.41

30,187.78

It is expected that the following lengths of unfinished line will be opened for public traffic in 1904-1905:—

Miles. Miles.

5' 6" gauge—

(i) State lines worked by companies . . .	162.85
(ii) State lines worked by the State . . .	151.12
	<u>313.97</u>

3' 3½" gauge—

(iii) State lines worked by the State . . .	69.25
(iv) Lines owned by native states and worked by companies . . .	29.95
	<u>99.20</u>

Special (2' 6") gauge—

(v) State lines worked by companies . . .	153.08
(vi) Assisted companies . . .	41.65
	<u>194.73</u>
TOTAL . . .	<u>607.90</u>

Leaving the undermentioned lines for completion in 1905-1906 or later:—

5' 6" gauge—	Miles. Miles.
(vii) State lines worked by companies . . .	403.49
(viii) State lines worked by the State . . .	285.75
(ix) Assisted companies . . .	162.90
	<u>852.14</u>
3' 3½" gauge—	
(x) State lines worked by companies . . .	716.75
(xi) State lines worked by the State . . .	126.62
(xii) Assisted companies . . .	148.00
(xiii) Lines owned and worked by native states . . .	72.85
	<u>1,064.22</u>

Special (2' 6" and 2' 0") gauges—

(xiv) State lines worked by companies . . .	21.75
(xv) State lines worked by the State . . .	6.80
(xvi) Assisted companies . . .	302.37
(xvii) Lines owned by native states and worked by companies . . .	155.36
(xviii) Lines owned and worked by native states . . .	11.86
(xix) Lines owned by native states and worked by state railway agency . . .	22.02
	<u>520.16</u>
TOTAL . . .	<u>2,436.52</u>

(i)	Bengal-Nagpur— Bhujodi to Parthadihi . . .	45	Miles.
	Bijodih to Harihaipur . . .	27.93	
	Markera to Mecheda . . .	5.91	40.78
	Jamadhaba to Ballary . . .	5.50	
	Madras (North-East line)— Korukkupettai to Basin Road . . .	121.16	
(ii)	North Western— Hyderabad (Sind) to Badin . . .	61.00	
	Jech Doab, Southern Section— Sargoda 1 mile near Chund . . .	57.00	118.00
	Oudh and Rohilkhand— Allahabad to Phaphamau . . .	7.62	
	Meerut to Hapur . . .	19.50	27.12
	Panchooria to the Ganges . . .		(a) 6.00
(iii)	Eastern Bengal— Golkajdi to Sankesh . . .		25.00
	Kaunia to Benarpur . . .		44.00
	Tinnevelly-Quilon (Travancore) (Native state section)— Ponmal to the frontier of the Travancore State near Shencottah . . .		
	Bengal-Nagpur (Jubbulpore-Gondia extension) (a) 6" . . .		
	Jubbulpore to Neipur . . .	68.93	
(iv)	Sceni to Chindwara . . .	40.36	109.29
	Famine lines (Madras Presidency) . . .		
	Morappur to Dharmapuri (2' 6") . . .	18.38	
	Tirupattir to Krishnagiri (2' 6") . . .	25.43	43.72
	Dwara-Therri (2' 6")— Dwara or Noorpur to Maolong . . .		13.50
(v)	Baraset-Basirhat (2' 6")— Baraset to Basirhat . . .		25.00
	Tarakeshwar-Magra (2' 6")— Magra to Tribeni . . .		2.15
	East Indian— Shikohabad to Furukhabad . . .	65.82	
	Kasunda to Chandore . . .	4.16	
	Manpur to Hariharpur . . .	99.70	252.26
(vi)	Oodal to Sainthia . . .	43.62	
	Khorja to Hapur . . .	32.87	
	Great Indian Peninsula— Wardha Coal Branch— Warora to Bellarpur (b) . . .		37.90
	Salem Attur— Salem to Attur (b) . . .		36.06
	Azhikal-Mangalore extension . . .		17.21
(vii)	North Western— From mile 46 near Chund to Shortot Road . . .	46.00	
	From a point 2 miles south of Quetta to Nushki . . .	82.50	128.50
	Oudi and Rohilkhand— Phaphamau to Zafarabad . . .		57.50
	Eastern Bengal— Kankurgachi Chord . . .	2.25	
	Nainghat to Jeangan . . .	81.00	99.75
(viii)	Jeangan to Lalgola . . .	16.50	
	Southern Punjab— Ludhiana to MacLeodganj . . .		
	Bengal and North-Western— Tirhoot section— Sakri to Jinnagar . . .	30.17	
	Mansi to Baptian . . .	60.01	
	Bettiah to Bagaha . . .	49.35	
(ix)	Sihursa to Murliganj . . .	18.91	
	Bairagnia to Bikoa Thori . . .	79.55	365.03
	Company's section— Uska Bazar to Tulsipur . . .	53.54	
	Gaisanri to Jarwa . . .	12.56	
	Gorakhpur to Bagaha . . .	60.14	
(x)	Rajputana-Malwa— Rewari to Phulera . . .		133.22
	Famine lines (Madras Presidency) . . .		
	Bellaray to Rayadug . . .	33.00	
	Hospet to Kottur . . .	33.10	71.10
	South Indian— Tiruppettu to Sivaganga . . .		9.00
(xi)	Tanjore District Board— Adirampatnam and Thambikkottai Salt sidings and Arantangi Quarry branch . . .		5.53
	Burma— Pegu to Martaban (b) . . .		121.27
	Nilgiri— Coonoor to Ootacamund . . .		11.50
	Eastern Bengal— Sankosh to the Brahmaputra opposite Gauhati . . .		
	Rohilkund and Kumaon (Company's section) . . .		
(xii)	Bareilly to Soron . . .		56.00
	Moradabad to Ramnagar . . .		47.60
	Lalkua to Kashipur . . .		45.00
	Jaipur— Sanganer to Siwal-Madhupur (d) . . .		
	Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")— Neipur to Mandia . . .		
(xiii)	North Western— Jullundur to the British Frontier (c) . . .		
	Barsi (2' 6")— Barsi Town to Tadwala . . .	26.70	57.27
	Barsi Town to Pandaharpur . . .	30.67	
	Dwara-Therri (2' 6")— Melong to Therri Ghat . . .		8.00
	Howrah-Amta (2' 0")— Jagatballubpur to Antpur . . .	8.50	
(xiv)	Antpur to Champadanga (b) . . .	9.00	21.00
	Antpur to Rajbulhat (b) . . .	3.50	
	Madura District Board (2' 6")— Ammayananakkunnu to Kotagudi . . .	55.00	
	Periyakulam to Krishna Manai's Tope . . .	5.00	93.00
	Theul to Karuvanath . . .	23.00	
(xv)	Shahdara-Saharanpur (2' 6")— Shahdara to Saharanpur . . .	95.00	125.00
	Baraut to Meerut . . .	30.00	
	Moharbanj (2' 6")— Baripada to Baripada Road . . .		28.50
	Gwalior (2' 0")— Gwalior to Sheopur . . .		120.80
	Cutch (2' 6")— Anjar to Tusa . . .		
(xvi)	North Western— Sultaupur to the British Frontier (c) . . .		

(a) Construction completed.
(b) Commencement of work not yet authorised.
(c) Question of gauge not yet finally settled.
(d) Completion deferred.

APPENDIX IV.

APPENDIX

COMMERCIAL AND
TABLE I.—MIS

	1895-96.	1896-97.	1897-98.
Recorded Revenue compared with recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—			
Surplus	R 1,53,39,980	...	
Deficit	R 4,35,88,920	R 1,70,50,220	R 5,35,92,110
Capital Expenditure on Public Works not charged against Revenue*	R 6,42,01,230	R 5,30,92,250	
Ditto charge involved in Redemption of Liabilities	—586,412	...	...
Net Public Debt incurred	5,407,235	6,077,779	
Net Public Debt incurred, including Capital transactions with Guaranteed Railways and other Companies	7,538,228	5,651,626	
Value of commodities exported, excluding Gold and Silver	1,14,33,50,000	1,03,98,40,000	97,63,30,000
Ditto imported, ditto ditto	72,93,70,000	76,11,70,000	73,04,70,000
Excess of Exports over Imports, excluding Gold and Silver	41,39,80,000	27,86,70,000	23,98,60,000
Net Imports of Gold	R 2,52,60,000	2,29,10,000	4,90,90,000
Ditto of Silver	R 6,58,20,000	5,85,60,000	8,47,30,000
TOTAL NET IMPORTS OF GOLD AND SILVER	R 9,10,80,000	8,14,70,000	13,38,20,000
Excess of Exports over Imports including Gold and Silver	R 32,29,00,000	19,72,00,000	10,60,40,000
Grand Total value of Imports and Exports of all kinds	R 2,04,89,90,000	1,98,12,30,000	1,98,95,90,000
Secretary of State's Bills sold (Rupees)	R 31,08,54,373	25,78,70,106	14,81,28,010
Sterling Equivalent received	R 17,664,492	15,526,547	9,506,077
Silver coined at the Indian Mints	R 29,27,130	56,86,050	98,56,910
Maximum price in pence of an oz. troy. standard Silver in London	31½ (Feb.)	31½ (June)	28½ (Apr.)
Minimum ditto ditto	29½ (Apr.)	28½ (Mar.)	23½ (Aug.)
Average Exchange upon Secretary of State's Bills sold per rupee	1s. 1 3/8 d.	1s. 2 4/5 d.	† 1s. 3 3/5 d.
Fixed rate of Exchange for the Adjustment of Transactions between the Indian and Imperial Treasuries	1s. 1 1/2 d.	1s. 1 1/2 d.	1s. 2 1/2 d.
Maximum rate of discount on Loans on demand at the Bank of Bengal, Calcutta	7 (Feb.)	10 (Dec. 23 to Mar. 31).	12 (Feb. 24 to Mar. 31).
Minimum rate of discount on Loans on demand at the Bank of Bengal, Calcutta	3 (July 25 to Nov. 13.)	3 (July 2 to Sept. 2).	5 (July 15 to Sept. 8 & Nov. 25 to Dec. 15)
Maximum rate of discount at the Bank of England	2	4	3 (Oct. to Mar.)
Minimum ditto ditto	2	2	2 (May to Sept.)
Maximum Government balances at the three Presidency Banks R	4,16,19,000 (May)	3,91,42,000 (Aug.)	3,27,96,000 (Mar.)
Minimum ditto ditto	3,00,15,000 (Nov.)	2,02,19,000 (Nov.)	2,02,53,000 (Sept.)
Maximum price in Calcutta of Government 4 per cent Rupee Securities . . . . .	...	...	...
Minimum ditto ditto . . . . .	...	...	...
Maximum price in Calcutta of Government 3½ per cent Rupee Securities (Guaranteed)	109—8 (Oct.)	110—15 (May)	104—1 (May 21)
Minimum ditto ditto	104—15 (Jan.)	98—11 (Feb.)	94—4 (Jan. 7)
Maximum price in Calcutta of 3 per cent Rupee Securities . . . . .	...	105 (Aug.)	97—4 (May & June).
Minimum ditto ditto . . . . .	...	97 (Jan. to Mar.)	90—0 (Jan. to Mar.)
Maximum amount outstanding on London Register of Rupee Securities enframed for Interest Drafts	R 25,35,43,000 (Nov.)	R 26,64,72,000 (Nov.)	R 23,47,80,000 (Apr.)
Minimum ditto ditto	R 24,05,02,000 (Apr.)	R 23,92,57,000 (Mar.)	R 21,39,05,000 (Mar.)
Maximum price in London of 4 per cent (Rupee) Securities in Gold	...	...	...
Minimum ditto ditto . . . . .	...	...	...
Maximum price in London of 3½ per cent (Rupee) Securities in Gold	65½ (Feb.)	65½ (Aug.)	64½ (Jan.)
Minimum ditto ditto	57½ (Apr. & May)	60 (Oct.)	60½ (Dec.)
Maximum price in London of India 3½ per cent Stock	120½ (Feb.)	122½ (Apr.)	119½ (Aug.)
Minimum ditto ditto	114½ (Apr.)	114½ (Sept.)	114½ (Mar.)
Maximum price in London of India 3 per cent Stock	111½ (Feb.)	115½ (May)	112½ (May)
Minimum ditto ditto	103½ (May)	106 (Oct.)	105 (Mar.)
Maximum price in London of India 2½ per cent Stock . . . . .	...	103 (June)	99½ (Apr.)
Minimum ditto ditto . . . . .	...	95½ (Sept.)	92 (Mar.)
Maximum Government Paper Currency outstanding	R 32,42,86,000 (July)	R 29,58,99,000 (July)	R 24,75,40,000 (Mar.)
Minimum ditto ditto	R 25,94,07,000 (Mar.)	R 23,57,85,000 (Feb.)	R 22,86,16,000 (May)
Number of Post Office Savings Banks	6,343	6,420	6,290
Number of accounts in Post Office Savings Banks	653,892	713,320	730,387
Amount deposited in Savings Banks	R 9,04,23,072	R 9,63,92,411	R 9,28,72,978
Average of each deposit	138·28	135·13	127·15
Net addition to deposits	R 64,05,149	R 59,69,339	R 35,19,433

* Excludes Capital charge involved in redemption of
† In calculating this rate, a re-remittance to India
‡ Excludes remittances of Gold Reserve Fund.
§ Include remittances of the Gold Reserve Fund.
|| Continuing.

DIX IV.

FINANCIAL STATISTICS.

CELLANEOUS.

1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-03.	1903-1904, Revised.	1904-1905, Budget.
£ 2,640,873	£ 2,774,623	£ 1,670,204	£ 4,950,243	£ 3,069,549	2,711,200	918,700
... £ 3,279,316	... £ 4,093,159	... £ 4,040,958	... £ 4,071,152	... £ 5,128,192	... 5,208,600	... 7,143,700
£ 2,553,052	£ 1,21,298	£ 5,922,350 £ 10,827,153	... £ 2,582,283	... £ 1,039,655	... 2,146,600	... 3,411,200
£ 1,169,161	£ 787,763	£ 12,173,251	£ 3,207,898	£ 1,414,781	222,500	4,531,100
1,12,80,00,000	1,09,08,30,000	1,07,71,80,000	1,24,89,50,000	1,29,39,60,000		
72,10,20,000	75,30,40,000	80,89,50,000	88,78,00,000	85,81,90,000		
40,69,80,000	33,77,90,000	26,82,30,000	36,11,50,000	43,57,70,000		
6,50,30,000	9,44,00,000	84,20,000	1,93,80,000	8,76,40,000		
3,68,10,000	3,57,70,000	9,50,70,000	7,19,30,000	6,95,70,000		
10,48,40,000	13,01,70,000	10,34,90,000	9,13,10,000	15,72,10,000		
30,21,40,000	20,76,20,000	16,47,40,000	26,98,40,000	27,85,60,000		
2,10,20,80,000	2,13,31,80,000	2,27,41,70,000	2,45,74,86,000	2,50,25,20,000		
28,07,63,671	28,48,00,943	19,98,37,693	§ 27,83,01,050	§ 27,74,67,265		
18,692,377	19,067,022	13,300,277	§ 18,539,071	§ 18,499,947		
69,83,650	2,22,59,751	17,26,48,724	5,13,47,732	11,38,94,848		
28 ¹ / ₂ (Sept.)	29 (Apl.)	30 ¹ / ₂ (Oct.)	27 ¹ / ₂ (Apl.)	24 ¹ / ₂ (April)	§ 35,43,75,000	24,75,00,000
25 ¹ / ₂ (Apl.)	26 ¹ / ₂ (Oct.)	27 ¹ / ₂ (Apl.)	24 ¹ / ₂ (Mar.)	21 ¹ / ₂ (Nov. & Jan.)	§ 23,700,000	10,500,000
14,39784d.	1s. 4'0676d.	1s. 3'9733d.	1s. 3'9876d.	1s. 4'0018d.	14,07,07,090 (for 11 months)	
1s. 3 ¹ / ₂ d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	28 ¹ / ₂ (Oct.)	
					22 ¹ / ₂ (Apl.)	
					1s. 4'0535d.	1s. 4d.
1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
11 (Apl. 1-27)	8 (Oct. 17 to 25 and Jan. 11 to Mar. 14).	8 (Feb. 7 to Mar. 20).	8 (Feb. 12 to Mar. 26)	8 (Feb. 19 to Mar. 25)	7 (From 21st Jan. to 9 Mar.)	
4 (July 28 to Sept. 7).	4 (July 6 to Sept. 13).	3 (July 5 to Aug. 8).	3 (July 18 to Aug. 21)	3 (July 10 to Oct. 14).	3 (Aug. 27 to Dec. 9.)	
4 (Apl. and May Oct. to Jan.)	6 (Nov. 30 to Jan. 10).	5 (Jan. 3 to Feb. 1).	4 (Apl. to June 5 and Nov. to Jan. 22).	4 (Oct. 2 to Mar. 31).	4 (Apl. 1 to May 20 and Sept. 3 to March).	
3 (July to Sept.)	3 (Apl. to July 12).	3 (June 14 to July 18).	3 (June 13 to Oct. 30, and Feb. 6 to Mar. 31).	3 (Apl. 1 to Oct. 1).	3 (June 18 to Sept. 2).	
4,23,000 (Aug.)	4,16,05,000 (June)	3,31,13,000 (Jan.)	3,38,00,000 (June)	3,60,28,000 (Dec.)	3,52,12,000 (Apl.)	
70,74,000 (Nov.)	2,58,60,000 (Nov.)	2,59,78,000 (Nov.)	2,93,82,000 (Mar.)	3,06,74,000 (Oct.)	2,70,24,000 (Nov.)	
...	
101-11 (Feb. 22)	101-9 (May 3 and 4 and 25 to 27).	97-12 (Oct. 24)	97-7 (Aug. 15)	99-9 (May 17)	99-7 (Apl. 27&28)	
92-10 (Apl. 22)	92-4 (Oct. 6)	93-11 (July 28)	94-7 (May 11)	96-12 (Apl. 2&3)	94-10 (Jan. 9)	
92-8 (Mar. 15 to 17 and 22).	95-8 (May 15 to 29).	89 (5 and 6 Apl. and 1 to 9 May).	87-0 (Apl. 1 to May 8).	87-8 (Mar. 30)	87-8 (Apl. 1)	
88 (Nov. 16 to 17).	88 (Mar. 13 and 14, 19, 20 and 22 to 31).	85-12 (Feb. 4 to Mar. 25).	83-0 (Jan. 11 to Feb. 1 and Mar. 8 to Mar. 31)	82-12 (Apl. 1&2)	85-4 (From Feb. 8 continuing.)	
18,37,000 (Oct.)	21,36,32,000 (Apl.)	22,25,04,000 (Sept.)	22,34,60,000 (Apl.)	20,28,92,000 (Apl.)	18,61,10,000 (Apl.)	
18,46,000 (Aug.)	20,28,73,000 (Aug.)	20,84,80,000 (Sept.)	20,23,95,000 (Dec.)	18,63,35,000 (Mar.)	17,05,01,000 (Jan.)	
...	
7 ¹ / ₂ (Mar.)	67 ¹ / ₂ (Apl.)	65 (Nov.)	64 ¹ / ₂ (Feb.)	66 ¹ / ₂ (Feb. & Mar.)	66 ¹ / ₂ (Sept.)	
117 ¹ / ₂ (Mar.)	62 (Oct. and Dec.)	62 ¹ / ₂ (July)	63 (July)	64 ¹ / ₂ Apl. & June	64 (Jan. & Feb.)	
111 (Oct.)	116 ¹ / ₂ (Apl.)	111 ¹ / ₂ (Apl.)	109 ¹ / ₂ (Aug.)	110 ¹ / ₂ (June)	108 ¹ / ₂ (July)	
102 ¹ / ₂ (Feb.)	104 ¹ / ₂ (Dec.)	105 (July)	106 ¹ / ₂ (July)	105 ¹ / ₂ (Mar.)	102 (Jan.)	
102 ¹ / ₂ (Oct.)	109 ¹ / ₂ (Aug.)	103 ¹ / ₂ (Apl.)	102 (June)	102 ¹ / ₂ (June)	100 ¹ / ₂ (May)	
94 ¹ / ₂ (Mar.)	98 ¹ / ₂ (Dec.)	95 (Aug.)	97 ¹ / ₂ (Oct.)	98 ¹ / ₂ (Mar.)	94 (Jan.)	
84 ¹ / ₂ (Oct.)	99 ¹ / ₂ (Apl.)	90 ¹ / ₂ (May)	87 (Apl.)	90 ¹ / ₂ (June)	85 ¹ / ₂ (Apl.)	
83,000 (Mar.)	85 (Dec.)	85 (Aug.)	84 ¹ / ₂ (Dec.)	84 ¹ / ₂ (Mar.)	79 (Jan.)	
455,000 (May)	20,27,12,000 (July)	30,78,41,000 (July)	31,85,96,000 (Oct.)	35,72,36,000 (Mar.)	37,69,91,000 (Aug.)	
6,310	26,26,32,000 (Dec.)	27,89,64,000 (Apl.)	27,67,80,000 (Feb.)	31,24,79,000 (Apl.)	33,94,09,000 (Apl.)	
755,871	6,479	6,636	7,053	7,075		
42,80,041	785,729	816,651	866,693	922,353		
124 ¹ / ₂ (73)	9,64,64,466	10,04,32,569	10,68,21,233	11,42,15,534		
14,07,003	122 ¹ / ₂ 77	122 ¹ / ₂ 98	123 25	123 3		
21,84,425	39,68,103	63,88,664	73,94,301			

£ 1,00,00,000 by means of Bank drafts is taken into account.

APPENDIX IV—*continued.*

COMMERCIAL AND FINANCIAL STATISTICS.

Table II.—Statement showing the true financial results to the Revenues of India of
guarantee of interest upon the Capital of Guaranteed Railway Companies.
(Omitting 000 in rupee figures and 00 in sterling figures, except in accounts.)

	ACCOUNTS.					Revised Estimate, 1903-1904. Rs.	B Est 190 M
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	Miles.	Miles.	Miles.	Miles.	Miles.		
Open mileage at end of official year .	2,588	2,612	1,305	1,334	1,349	1,409	
	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
Gross traffic receipts	6,38,10,069	6,26,01,464	3,78,25,951	2,65,89,776	2,82,66,517	2,95,90	
Working expenses	3,29,83,339	3,39,93,236	1,80,72,459	1,28,64,943	1,40,73,782	1,53,83	
Percentage of working expenses on receipts	51'69	54'30	47'78	48'38	49'79	51'99	
Net Revenue	3,08,26,730	2,86,08,228	1,97,53,492	1,37,24,833	1,41,92,735	1,42,07	
Guaranteed Interest paid in England £ .	2,162,525	2,172,336	1,589,417	1,009,544	1,026,892	1,032,8	
Ditto converted at Rs. 15 = £ ¹ from 1898-99	3,24,37,876	3,25,85,042	2,38,41,249	1,51,43,168	1,54,03,371	1,54,92	
Guaranteed interest paid in India plus interest on overdrawn Capital .	82,089	1,28,387	1,22,657	1,04,551	1,24,895	2,28	
Surplus paid to Railway Companies .	36,18,447	42,03,949	25,81,739	23,16,119	13,33,564	15,00	
Land and Supervision	3,63,890	9,47,051	—16,263	—1,00,580	—95,196	19	
Net loss on receipts and disbursements of Capital in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills	18,16,734	21,01,940	97,052	—2,80,239	3,59,811	—9,22	
Total Expenditure	3,83,19,036	3,99,66,369	2,66,26,434	1,71,83,019	1,71,26,445	1,63,17	
Net Expenditure from the Public Treasury	74,92,306	1,13,58,141	68,72,942	34,58,186	29,33,710	21,10	

APPENDIX IV—*continued.*

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905.

RAILWAYS.	To end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	To end of 1904-1905.	Sanctioned outlay.	Balance remaining unspent.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.							
North Indian	30,84,30,809	1,36,96,937	1,37,50,000	1,57,50,000	35,13,27,746	35,13,27,746	...
Madura-Malwa System	15,40,44,015	24,51,766	10,70,000	18,00,000	15,99,65,781	15,99,65,781	...
Jaipur-Deesa	2,33,264	3,863	...	...	2,37,127	2,37,127	...
Nepal	26,91,062	2,72,803	1,74,000	2,00,000	33,37,865	33,37,865	...
Baroda Colliery	15,99,886	—73,003	—46,000	—25,000	14,55,883	14,55,883	...
Orissa	7,69,12,324	...	...	...	7,69,12,324	7,69,12,324	...
Orissa	9,05,098	—834	—1,000	—1,000	9,02,264	9,02,264	...
Western Bengal	11,76,66,152	51,08,405	49,15,000	52,74,000	13,29,03,557	13,29,03,557	...
Orissa	4,68,65,177	31,55,242	10,50,000	15,00,000	5,25,70,419	5,25,70,419	...
Sind and Rohilkhand	(d) 19,16,56,595	45,81,534	33,85,000	28,98,000	20,25,21,129	20,25,21,129	...
Alkhow-Bareilly	58,21,139	...	...	...	51,21,139	51,21,139	...
Sindh and Western	46,71,09,975	66,03,425	27,40,000	76,55,000	48,41,08,400	48,41,08,400	...
Central-Mysore frontier	59,02,583	2,657	5,000	24,000	59,34,240	59,34,240	...
North Indian	9,60,84,003	1,88,948	5,00,000	12,00,000	9,79,72,951	9,79,72,951	...
Madras-Mutupet	15,26,453	8,20,726	4,00,000	3,19,000	30,66,179	30,66,179	...
Madras-Hyderabad (British-Section)	39,86,593	58,141	3,000	8,000	40,55,734	40,55,734	...
Petroleum Operations	1,19,187	...	...	...	1,19,187	1,19,187	...
Central Railway Reserve Material	43,45,52	43,548	10,000	...	43,99,130	43,99,130	...
Madras Railway Reserve Material	2,95,883	—7,242	...	...	2,88,641	2,88,641	...
South Indian Peninsula	(c) 11,04,11,537	16,97,267	32,66,000	1,00,00,000	12,53,74,804	12,53,74,804	...
South Coast—Northern Section	3,09,29,430	...	...	...	3,09,29,430	3,09,29,430	...
Madras Railway—North-East Line	6,06,57,453	8,72,540	26,50,000	20,00,000	6,61,79,993	6,61,79,993	...
Madras Extension	11,56,841	5,814	15,000	3,000	11,80,055	11,80,055	...
Madras Railway	*...	35,41,940	3,000	3,60,000	39,04,940	39,04,940	...
Orissa Behar	...	...	...	...	60,00,000	60,00,000	...
Orissa-Krishnagar	...	...	...	...	60,00,000	60,00,000	...
Orissa-Raksaul	...	...	...	...	...	...	...
Orissa-Sultanpur	...	...	...	...	...	...	...
TOTAL	1,68,86,51,041	4,27,24,477	3,44,89,000	5,49,65,000	1,82,08,29,518	1,82,08,29,518	...
LINES UNDER CONSTRUCTION.							
Orissa-Bengal (Construction)	5,74,95,276	74,44,484	36,36,000	19,94,000	7,05,69,360	12,02,39,000	4,59,94,646
Ditto (Land)	36,57,170	—176	12,000	6,000	36,74,994		...
Ditto (Chittagong Jetties)	6,62,562	—6,62,562	...	...	...	...	...
Orissa-Doab (Northern Section)	1,55,914	15,42,494	2,02,000	...	19,00,408	25,70,000	6,69,592
Ditto (Southern Section)	...	...	8,68,000	23,00,000	31,68,000	71,60,000	39,92,000
Orissa-Dargai	20,55,619	3,35,400	1,16,000	...	25,07,019	22,08,000	—2,09,019
Orissa-Pamban	47,77,740	12,41,366	6,53,000	1,56,000	68,28,106	68,90,000	61,894
Orissa-Extensions	...	...	18,18,000	50,00,000	68,18,000	1,14,48,000	46,30,000
Orissa-Royadrug	(a) 7,396	8,000	8,74,000	40,000	9,79,405	8,33,000	—96,405
Orissa-Kottur	(a) 8,539	7,665	3,08,000	13,00,000	16,24,204	10,37,000	—5,87,204
Orissa-Krishnagiri	(a) 11,043	5,524	4,35,000	4,70,000	9,21,567	8,88,000	—33,567
Orissa-Dharmapuri	(a) 4,135	3,177	2,90,000	3,96,000	6,93,312	7,05,000	11,088
Building the line from Tiljola to Dum-Dum (E. B. Railway)	1,25,629	2,59,443	...	...	3,85,072	35,34,000	31,48,928
Extensions to Chitpore (E. B. Railway)	17,16,734	7,07,594	4,43,000	3,00,000	31,67,328	29,45,000	—2,22,328
Orissa-Dhubri Extension	55,02,282	5,28,012	1,41,000	1,50,000	63,21,294	62,87,000	—34,294
Orissa-Bonarpur	...	...	8,50,000	10,00,000	18,50,000	21,69,000	3,19,000
Orissa-Hoshiarpur	14,531	...	...	...	14,531	15,000	469
Orissa-Ferozepur	28,311	...	...	...	28,311	29,000	689
Orissa-Delhi Chord	(b) 13,97,000	17,90,416	45,19,000	39,60,000	1,04,09,116	90,76,000	—13,33,116
Orissa-Allahabad-Fyzabad	6,28,843	53,34,749	17,52,000	6,75,000	83,90,592	1,17,09,000	4,78,408
Orissa-Quilon—British Section	...	...	24,37,000	4,03,000	28,40,000	45,06,000	2,41,998
Ditto—Native State Section	50,81,337	31,22,750	25,01,000	3,30,000	1,10,35,087	1,12,60,000	2,30,913
Orissa-Ghati-Kohat-Ihal	32,25,698	22,49,205	3,94,000	62,000	50,30,903	67,59,000	8,28,097
Orissa-Mangalore	(a) 38,085	3,52,000	32,18,000	50,00,000	86,08,775	1,29,95,000	43,86,225
Orissa-Loop	...	5,300	—5,000	...	300	...	—300
Orissa-Gauhati	...	72,581	14,35,000	10,23,000	25,30,581	92,31,000	67,00,419
Orissa-Asansol Branch	(a) 69,007	6,28,435	40,00,000	37,51,000	84,48,442	96,55,000	12,06,558
Orissa-Koorgachi Chord	...	2,87,070	5,25,000	4,10,000	12,22,670	18,91,000	13,463
Building the line between Canal Junction and Kanoorgachi	...	42,867	2,36,000	3,76,000	6,54,867	60,000	100
Orissa-Dhobka (Earthwork, etc.)	...	59,900	...	...	59,900	70,06,000	8,81,697
Orissa-Nushki	(b) 74,192	7,26,111	25,89,000	27,35,000	61,24,303	53,25,000	13,60,000
Orissa-Phulera	...	...	11,65,000	28,00,000	39,65,000	33,77,000	—2,64,000
Orissa-Sind Extension	...	...	17,80,000	18,61,000	36,41,000	21,45,000	11,45,000
Orissa-Otacamund Extension	...	...	10,00,000	10,00,000	10,00,000	...	...
TOTAL	8,81,65,449	2,67,29,000	3,78,28,000	3,78,04,000	19,05,26,449	26,39,58,000	7,34,31,551
Carried forward	1,77,68,16,490	6,94,53,477	7,23,17,000	9,27,69,000	2,01,13,55,967	2,08,47,87,518	7,34,31,551

(a) Survey outlay brought on to the construction account during 1902-1903.

(b) Includes Rs. 38,173 on account of survey outlay brought on.

(c) Includes Rs. 9,72,065 on account of outlay on Berar Railways brought on.

(d) Includes Rs. 2,143 on account of survey outlay brought on.

APPENDIX IV—*continued.*

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905—concluded.

RAILWAYS.	To end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	To end of 1904-1905.	Sanctioned outlay.	Balance remaining unspent.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	1,77,68,16,490	6,94,53,477	7,23,17,000	9,27,69,000	2,01,13,55,967	2,08,47,87,518	7,34,31,55
LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.							
Ranaghat-Bhagwalgola	3,02,450	...	...	...	3,02,450	3,02,450	...
Southern Mahratta (Depreciation on works, etc.)	5,27,071	...	...	...	5,27,071	5,27,071	...
Bellary-Kistna	1,65,78,416	...	...	...	1,65,78,416	1,65,78,416	...
Bilaspur-Etawah	75,132	...	...	...	75,132	75,132	...
Vizagapatam-Raipur	2,45,035	...	...	...	2,45,035	2,45,035	...
Nagpur-Chhattisgarh Depreciation Account	6,57,038	...	...	...	6,57,038	6,57,038	...
Umaria Colliery	1,82,672	...	...	...	1,82,672	1,82,672	...
TOTAL	1,85,67,814	...	...	...	1,85,67,814	1,85,67,814	...
Stores Reserve	7,36,940	—1,49,195	...	...	5,87,745	5,87,745	
TOTAL	1,79,61,21,244	6,93,04,282	7,23,17,000	9,71,79,000	2,03,49,21,526	2,10,83,53,077	7,34,31,55
<i>Distributed as under—</i>							
CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged to Revenue) —							
State Railways—Construction *	1,05,46,04,456	6,84,60,015	7,00,11,000	9,46,55,000	1,28,78,20,471		
Redemption of Liabilities †	59,20,83,646	...	...	...	59,20,83,646		
FAMINE RELIEF AND INSURANCE—							
Protective Railways	7,24,12,846	24,375	19,07,000	22,06,000	7,65,50,221		
CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)	5,45,35,712	...	...	...	5,45,35,712		
CONSTRUCTION OF RAILWAYS (charged to Provincial or Local Revenues)	88,30,796	8,19,892	3,99,000	3,18,000	1,03,67,688		
OTHER EXPENDITURE charged against Revenue	1,35,63,788	...	...	...	1,35,63,788		
TOTAL AS ABOVE	1,79,61,21,244	6,93,04,282	7,23,17,000	9,71,79,000	2,03,49,21,526		
* INCLUDES DEBENTURES RAISED BY COMPANIES—							
East Indian Railway	6,93,81,519	1,95,50,111	...	1,80,00,000	10,69,31,930		
South Indian Railway	1,50,57,237	...	...	67,50,000	2,18,07,237		
Great Indian Peninsula Railway	...	...	...	...	...
TOTAL	8,44,38,756	1,95,50,411	...	2,47,50,000	12,87,39,167		

† East Indian Railway	18,05,98,229
Eastern Bengal Railway	2,35,46,757
Oudh and Rohilkhand Railway	15,50,40,735
North Western Railway	7,36,74,320
South Indian Railway	7,93,88,355
Great Indian Peninsula Railway	8,88,35,250
TOTAL	59,20,83,646

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table IV.—Capital Expenditure on Irrigation—Major Works, in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to the end of 1904-1905.

IRRIGATION WORKS. CAPITAL EXPENDITURE NOT CHARGED TO REVENUE.	Actual outlay to end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	Total Actual and estimated outlay to end of 1904-1905.	Sanctioned estimate.	Balance of sanctioned estimate remaining to be spent.
	Rs.	Rs.	Rs.	Rs.	Rs.		
<i>Burma.</i>							
Andalay Canal	39,89,500	6,15,510	4,02,000	1,64,000	51,71,010	46,06,719	...
Myebo Canal	9,03,459	10,75,839	10,42,000	8,86,000	39,07,298	46,28,060	7,20,762
Can Canals	...	...	65,000	5,00,000	5,65,000	42,63,836	36,98,836
<i>Bengal.</i>							
Hooghly Canals	2,58,94,319	36,332	38,000	17,000	2,59,85,651	...	...
Midnapur Canal	82,90,288	2,309	1,000	...	82,93,597	...	...
Hooghly Tidal Canal	25,51,641	...	...	...	25,51,641	...	...
Hooghly Canals	2,58,24,169	—1,618	—11,000	...	2,58,11,551	...	...
<i>United Provinces.</i>							
Ganges Canal	2,84,13,792	2,11,446	9,82,000	8,36,000	3,04,43,238	...	...
Upper Ganges Canal	3,37,83,829	29,406	2,00,000	4,27,000	3,44,40,235	...	...
Ditto Fatehpur Branch	31,09,554	83,278	76,000	59,000	33,27,832	...	...
Yamuna Canal	89,91,848	2,18,575	2,71,000	3,25,000	98,06,423	...	...
Western Jumna Canal	38,42,593	1,72,946	3,01,000	3,03,000	46,19,539	...	...
<i>Punjab.</i>							
Western Jumna Canal (including Sirsa Branch)	1,64,22,091	29,482	34,000	42,000	1,65,27,573	...	...
Doab Canal	1,84,57,372	4,26,738	1,53,000	2,30,000	1,92,67,110	...	...
Bind Canal (State outlay)	2,32,92,835	1,63,347	1,33,000	2,62,000	2,38,51,182	...	...
Enab Canal	2,50,11,448	9,32,003	5,02,000	12,52,000	2,85,97,451	...	...
Jum Canal	92,65,783	19,58,103	17,90,000	26,97,000	1,57,10,886	(a) 1,40,00,213	...
<i>Madras.</i>							
Godavari Delta System	1,13,90,202	61,593	1,54,000	2,35,000	1,18,40,795	...	...
Tunga Delta System	1,30,72,953	3,73,833	3,43,000	3,53,000	1,41,42,786	...	...
Cher River Canals System	51,24,898	1,65,301	1,00,000	1,03,000	54,93,199	...	...
Chiyar Project	85,99,921	85,060	2,27,000	2,14,000	91,25,981	...	...
<i>Bombay.</i>							
Sirsa Canal	22,22,892	2,94,076	59,000	11,000	25,86,968	...	...
Shirgaon Canal	16,57,544	...	...	...	16,57,544	...	...
Western Nara Works	60,64,358	1,16,359	1,40,000	1,02,000	64,22,717	...	...
Shirgaon Canal	78,05,921	2,86,692	1,71,000	34,000	82,97,613	...	...
Shirgaon Canals	64,78,120	1,08,922	3,19,000	1,87,000	70,93,042	...	...
Other projects	3,62,18,356	12,54,933	10,41,000	35,39,000	42,05,3289	...	...
<i>Other projects.</i>							
Outlay incurred from Ordinary Revenues	33,75,79,686	87,00,465	85,33,000	1,27,78,000	36,75,91,151	...	...
TOTAL	5,63,50,141	2,37,607	4,15,000	2,78,000	5,72,80,748	...	...
<i>PROTECTIVE IRRIGATION WORKS.</i>							
<i>Central Provinces.</i>							
Surbanda Tank	...	24,843	1,24,000	25,000	1,73,843	1,77,234	3,391
Govinda Tank	...	...	62,000	44,000	1,06,000	2,53,290	1,47,290
Na-Menda Tank	...	...	1,24,000	75,000	1,99,000	6,18,301	4,19,301
Opri-Aranda Tank	...	...	62,000	44,000	1,06,000	2,22,219	1,10,219
<i>Bengal.</i>							
Alka Canal	1,12,127	83,572	78,000	35,000	3,08,699	(b) 3,00,746	...
Seni Canal	3,27,780	2,86,993	2,71,000	4,00,000	12,85,773	(a) 40,50,375	27,64,602
<i>United Provinces.</i>							
Shirgaon Canal	42,88,040	30,964	1,22,000	2,12,000	46,53,004	...	...
Shirgaon Canal	...	...	6,000	7,66,000	7,72,000	36,74,729	29,02,729
<i>North-West Frontier Province.</i>							
River Canal	39,90,298	28,472	32,000	1,00,000	41,50,770	...	...
<i>Madras.</i>							
Sikuluya Project	44,39,121	57,697	40,000	58,000	45,94,818	...	...
<i>Bombay.</i>							
Canal	53,58,042	2,499	7,000	12,000	53,79,541	...	...
Other projects	33,77,931	9,06,088	12,10,000	17,29,000	72,23,019	...	...
<i>Other projects.</i>							
Outlay incurred from Ordinary Revenues	2,18,93,339	14,21,128	21,38,000	35,00,000	2,89,52,467	...	...
TOTAL	1,90,00,220	14,21,128	21,8,000	35,00,000	2,60,59,357	...	...
GRAND TOTAL	30,02,29,774	98,83,986	1,02,56,000	1,60,00,000	33,63,69,760	...	...

(a) Figure intimated to Secretary of State in Despatch No. 4 P. W., dated 18th February 1904.

(b) Includes supplementary and Revised Estimates sanctioned by the Government of India.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table V.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1902-1903, with Revised Estimates 1903-1904 and Budget Estimates for 1904-1905.

	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	M.	M.	M.	M.	M.		
GUARANTEED RAILWAYS.							
Open mileage at beginning of year	2,588	2,588	2,612	1,305	1,334	1,349	
<i>Gross Traffic Receipts.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
Madras	1,02,35,380	1,09,06,956	1,15,52,942	1,10,33,035	1,20,68,312	1,25,40,000	1,23,0
Ditto Extensions . . . . .	...	...	...	56,465	1,86,889	3,00,000	3,0
Bombay, Baroda and Central India	1,67,45,041	1,84,32,686	1,73,43,582	1,55,00,276	1,60,11,316	1,67,50,000	1,71,5
Great Indian Peninsula	3,68,29,648	3,32,61,822	89,29,427	...	...	...	"
TOTAL	6,38,10,069	6,26,01,464	3,78,25,951	2,65,89,776	2,82,66,517	2,95,90,000	2,99,5
<i>Working Expenses.</i>							
Madras	51,88,748	57,09,501	56,71,710	56,45,793	61,69,379	68,40,000	68,
Ditto Extensions . . . . .	...	...	...	22,046	79,538	1,43,000	1,
Bombay, Baroda and Central India	72,51,431	90,16,496	83,57,857	71,97,104	78,24,865	84,00,000	81,
Great Indian Peninsula	2,05,43,160	1,92,67,239	40,42,892	...	...	...
TOTAL	3,29,83,339	3,39,93,236	1,80,72,459	1,28,64,943	1,40,73,782	1,53,83,000	1,51,
<i>Net Traffic Receipts.</i>							
Madras	50,46,632	51,97,455	58,81,232	53,87,242	58,98,933	57,00,000	57,
Ditto Extensions . . . . .	...	...	...	34,419	1,07,351	1,57,000	1,
Bombay, Baroda and Central India	94,93,610	94,16,190	89,85,725	83,03,172	81,86,451	83,50,000	89,
Great Indian Peninsula	1,62,86,488	1,39,94,583	48,86,535	...	...	...
TOTAL	3,08,26,730	2,86,08,228	1,97,53,492	1,37,24,833	1,41,92,735	1,42,07,000	1,41,

APPENDIX IV—*continued.*

STATE RAILWAYS.	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	M.	M.	M.	M.	M.		
(a) <i>en mileage at beginning of year</i>	15,582	16,643	17,136	19,295	19,380	20,119	20,767
<i>Gross Traffic Receipts.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
Indian { England	3,455	3,450	3,450	3,450	3,450	3,000	3,000
India	6,01,07,531	6,58,04,353	6,75,19,065	7,10,62,672	7,74,11,071	7,05,00,000	7,10,00,000
Puttana-Malwa System	2,28,60,759	2,77,81,248	2,84,65,308	2,81,18,427	2,49,93,926	2,20,00,000	2,40,00,000
Mysore	1,93,364	2,09,610	2,55,120	2,92,862	3,46,103	3,75,000	3,80,000
Mysore Colliery	40,271	49,701	40,983	39,190	31,756	30,000	35,000
Mysore Coal	6,09,393	5,77,182	6,59,350	6,98,956	6,74,934	5,45,000	5,85,000
Mysore-Nagpur	2,09,600	2,07,216	1,75,380	...	...	...	...
Mysore Colliery	73,81,307	1,07,42,719	1,21,44,574	1,35,36,367	1,45,37,860	1,61,00,000	1,80,00,000
Mysore Railways	4,78,862	14,995	...	...	...	...	...
Mysore-Bengal	86,77,541	94,69,988	1,13,34,182	1,22,32,691	1,26,67,364	1,42,00,000	1,40,00,000
Mysore-Bengal	14,22,065	16,04,649	18,21,277	20,92,758	21,10,110	25,00,000	31,50,000
Mysore-Companyganj	94,036	91,299	85,785	83,310	88,476	88,000	85,000
Mysore-Bengal	6,505	6,355	4,818	2,828	...	...	...
Mysore and North-Western, and Bengal	1,41,48,932	1,61,22,698	1,71,05,226	1,70,14,290	1,75,21,934	1,88,00,000	1,81,25,000
Mysore and North-Western, and Bengal	66,33,807	81,68,864	84,24,104	99,79,539	1,02,19,920	1,19,00,000	1,19,00,000
Mysore Central	10,38,158	11,49,611	13,61,919	13,93,160	13,24,944	15,25,000	14,00,000
Mysore-Mampur-Sultanpur Branch	...	...	...	1,62,203	2,40,827	2,60,000	2,60,000
Mysore and Rohilkhand	1,00,88,265	1,13,25,817	1,16,10,252	1,35,20,795	1,35,27,277	1,40,00,000	1,45,00,000
Mysore Midland { England	...	...	...	45,000	...	...	...
Mysore Midland { India	57,13,632	73,33,950	89,21,183	83,73,471	90,10,835	78,00,000	80,00,000
Mysore-Bareilly	10,43,931	13,09,526	12,74,927	13,86,506	14,53,542	14,25,000	14,25,000
Mysore-Dehra	...	...	48,031	2,27,429	2,53,685	2,65,000	2,75,000
Mysore-Western	3,64,17,015	3,53,04,846	3,22,31,188	4,26,53,446	4,18,16,329	5,17,00,000	4,75,00,000
Mysore Indian	84,35,906	86,58,220	90,20,566	1,03,68,269	1,09,05,420	1,21,00,000	1,22,00,000
Mysore	12,10,229	11,24,012	14,53,141	14,04,895	16,42,156	15,50,000	15,50,000
Mysore	...	...	...	...	...	2,80,000	3,00,000
Mysore Extension	...	...	...	2,64,398	3,02,442	3,07,000	2,70,000
Mysore East Line, Madras Railway	31,77,776	52,81,401	60,95,150	46,90,260	44,53,516	45,50,000	46,50,000
Mysore Coast, Southern Section	3,87,828	4,05,156	4,59,810	4,37,238	4,72,119	5,00,000	4,50,000
Mysore-Mysore Frontier	...	...	...	...	69,746	2,00,000	3,70,000
Mysore-Kovaly-Quilon	2,45,846	2,38,518	2,42,502	2,97,287	3,31,866	4,10,000	5,00,000
Mysore-Varam-Mutupet	2,89,635	2,99,554	2,11,534	...	...	...	...
Mysore and Manmad (net)	49,94,337	62,93,041	63,75,599	57,12,614	65,62,022	67,00,000	67,00,000
Mysore and Mahratta	2,29,706	2,20,367	1,97,480	...	...	...	...
Mysore-Shadipalli	...	...	...	...	...	...	...
Mysore-Hyderabad (British Sec- tion)	...	...	...	...	...	...	...
Mysore Indian Peninsula	...	...	12,802	4,00,599	5,05,058	6,00,000	6,00,000
In England	3,455	3,450	3,450	48,450	3,450	3,000	3,000
,, India	19,61,36,237	21,97,94,896	25,43,03,499	28,91,09,940	28,70,61,392	30,67,10,000	30,87,10,000
TOTAL	19,61,39,692	21,97,98,346	25,43,06,949	28,91,58,390	28,70,64,842	30,67,13,000	30,87,13,000

(a) Includes the length of the Bengal and North-Western Railway.

APPENDIX IV.—*continued.*

	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1903-1904.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	Rs.	Rs.	Rs.	Rs.	Rs.		
<i>Working Expenses.</i>							
East Indian	2,33,39,483	2,50,54,050	2,44,32,167	2,61,51,049	2,61,45,029	2,56,00,000	2,65,00
Rajputana-Malwa System . .	1,21,28,709	1,29,30,693	1,46,14,424	1,30,31,577	1,18,36,743	1,11,00,000	1,15,00
Bhopal	1,13,929	1,25,531	1,27,788	1,48,626	1,74,867	1,85,000	1,90
Palanpur-Deesa	26,514	27,831	37,279	25,256	25,375	22,000	25
Warora Colliery	4,26,619	4,05,760	4,18,647	4,33,330	4,44,571	3,82,000	3,05
Wardha Coal	1,31,773	1,24,716	94,626	...	...	...	...
Bengal-Nagpur	36,16,820	45,80,706	53,76,704	72,65,514	74,31,631	85,00,000	90,00
Umaria Colliery	4,51,067	16,848	...	...	...	...	...
Burma Railway	52,71,162	55,53,838	66,60,429	73,85,882	77,32,319	89,00,000	89,00
Assam-Bengal	13,79,359	12,34,774	14,25,435	16,96,274	18,61,892	20,00,000	27,00
Jorhat	88,183	1,03,821	94,770	84,715	83,046	80,000	75
Cherra-Companyganj	1,07,271	43,911	19,534	7,640	...	...	...
Eastern Bengal	66,44,427	72,72,708	81,43,336	87,19,070	88,83,728	1,00,00,000	97,25
Bengal and North-Western, and Tirhoot	48,23,561	63,93,740	75,64,228	74,10,199	80,26,894	86,50,000	86,50
Bengal Central	7,71,673	8,07,735	9,20,155	9,00,740	9,13,996	11,10,000	10,60
Brahmaputra-Sultanpur Branch . . . .	...	...	...	82,471	1,31,113	1,42,000	14
Oudh and Rohilkhand	47,92,194	50,44,137	58,76,434	65,83,646	65,35,525	68,50,000	70,00
Indian Midland	32,45,596	38,01,188	43,98,626	42,14,819	46,23,692	38,75,000	41,25
Lucknow-Bareilly	6,00,961	7,73,507	6,92,805	7,69,986	7,50,202	7,50,000	75
Hardwar-Dehra . . . .	...	...	24,016	1,24,969	1,47,440	1,56,000	1,60
North Western	1,91,54,545	1,90,26,943	1,88,63,796	2,22,52,333	2,42,93,882	2,56,00,000	2,60,00
South Indian	49,58,361	47,25,019	47,99,860	55,50,380	51,28,993	61,25,000	67,50
Mysore	9,68,892	8,34,759	10,78,609	11,27,457	11,88,564	11,50,000	12,00
Nilgiri . . . .	...	...	...	...	...	2,00,000	2,25
Bezwāda Extension . . . .	...	...	...	1,20,248	1,49,334	1,53,000	1,25
North East line, Madras Railway (East Coast, Southern Section)	22,71,399	31,99,538	33,96,035	25,12,717	30,07,291	31,35,000	28,50
Guntakal-Mysore Frontier	2,69,557	2,62,609	2,95,561	3,10,308	2,92,918	3,00,000	3,00
Tinnevelly-Quilon . . . .	...	...	...	...	29,574	92,000	1,90
Mayavaram-Mutupet	1,69,999	1,39,379	1,35,869	1,63,106	1,61,797	2,05,000	2,85
Southern Mahratta	39,46,803	45,93,822	48,03,985	44,92,654	46,99,571	48,50,000	51,00
Hyderabad-Shadipalli	1,54,057	1,39,499	1,25,616	...	...	...	...
Jodhpur-Hyderabad (British Section) . . . .	...	...	12,217	2,44,773	2,91,566	3,25,000	3,25
Great Indian Peninsula . . . .	...	...	1,25,52,735	2,05,75,278	2,24,16,610	2,34,00,000	2,42,00
TOTAL	9,98,52,914	10,72,17,062	12,69,85,686	14,23,85,017	14,74,08,163	15,38,37,000	15,842

APPENDIX IV.—*continued.*

Net Traffic Receipts.	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	Rs.	Rs.	Rs.	Rs.	Rs.		
Indian	3,67,71,503	4,07,53,753	4,30,90,348	4,49,15,073	4,12,69,492	4,49,03,000	4,45,03,000
putana-Malwa System	1,07,32,050	1,48,50,555	1,38,50,884	1,50,86,850	1,31,57,183	1,09,00,000	1,25,00,000
pal	79,435	84,079	1,27,332	1,44,236	1,71,236	1,90,000	1,84,000
mpur-Deesa	13,757	21,870	3,704	13,934	6,381	8,000	10,000
ora Colliery	1,82,774	1,71,422	2,40,703	2,65,626	2,30,363	1,63,000	1,90,000
uda Coal	77,827	82,500	80,754	...	...	...	...
gal-Nagpur	37,64,487	61,62,013	67,67,870	62,70,853	71,06,229	76,00,000	90,00,000
aria Colliery	27,795	—1,853	...	...	...	...	...
ma Railways	34,06,379	39,16,150	46,73,753	48,46,809	49,35,045	53,00,000	51,00,000
am-Bengal	42,706	3,69,875	3,95,842	3,96,484	2,48,218	5,00,000	4,50,000
at	5,853	—12,522	—8,985	—1,405	5,430	8,000	10,000
ra-Companyganj	—1,00,766	—37,556	—14,716	—4,812	...	...	...
ern Bengal	75,04,505	88,49,990	89,61,890	82,95,220	86,38,206	88,00,000	84,00,000
al and North-Western, and							
hoot	18,10,246	17,75,124	8,59,876	25,69,340	21,93,026	32,50,000	32,50,000
al Central	2,66,485	3,41,876	4,41,764	4,92,420	4,10,948	4,15,000	3,40,000
maputra-Sultanpur Branch . . . . .	...	...	...	79,732	1,09,714	1,18,000	1,17,000
and Rohilkhand	52,96,071	62,81,680	57,33,818	69,37,149	69,91,752	71,50,000	75,00,000
Midland	24,68,036	35,32,762	45,22,557	42,03,652	43,87,143	39,25,000	38,75,000
now-Bareilly	4,42,970	5,36,019	5,82,122	6,16,520	7,03,340	6,75,000	6,75,000
war-Dehra . . . . .	...	...	24,015	1,02,460	1,06,245	1,09,000	1,13,000
Western	1,72,62,470	1,62,77,903	1,33,67,392	2,04,01,113	1,75,22,447	2,61,00,000	2,15,00,000
ndian	34,77,545	39,33,201	42,20,706	48,17,889	57,76,427	59,75,000	54,50,000
re	2,41,337	2,89,253	3,74,532	2,77,438	4,53,592	4,00,000	3,50,000
ri . . . . .	...	...	...	...	...	80,000	75,000
da Extension . . . . .	...	...	...	1,44,150	1,53,108	1,54,000	1,42,000
East line, Madras Railway							
ast Coast, Southern Section).	9,06,377	20,81,863	26,99,115	21,77,543	14,46,225	14,15,000	18,00,000
kal-Mysore Frontier	1,18,271	1,42,547	1,64,249	1,26,930	1,79,201	2,00,000	1,50,000
velly-Quilon . . . . .	...	...	...	...	40,172	1,08,000	1,80,000
aram-Mutupet	75,847	99,139	1,06,633	1,34,181	1,70,069	2,05,000	2,15,000
land Manmad	2,89,635	2,99,554	2,11,534	...	...	...	...
ern Mahratta	10,47,534	16,99,219	15,71,614	12,19,950	18,62,451	18,50,000	16,00,000
abad-Shadipalli	75,649	80,868	71,864	...	...	...	...
Hyderabad (British Sec-	...	...	585	1,55,826	2,13,492	2,75,000	2,75,000
ndian Peninsula . . . . .	...	...	1,41,99,508	2,20,88,202	2,11,69,544	2,21,00,000	2,23,00,000
TOTAL	9,62,86,778	11,25,81,284	12,73,21,263	14,67,73,373	13,96,56,679	15,28,76,000	15,02,54,000

APPENDIX IV.—*continued.*

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05.

DIRECT RECEIPTS—	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
	Rs.	Rs.	Rs.	Rs.	Rs.		
Mandalay canal . . .	...	...	...	...	17,803	1,10,000	1,80,000
Orissa canals . . .	4,69,554	4,42,497	4,08,888	3,49,006	4,05,592	4,46,000	4,23,000
Midnapur canal . . .	2,33,772	2,38,652	2,34,213	2,40,992	2,24,150	2,13,000	1,87,000
Hijili Tidal canal . . .	75,286	53,234	47,349	47,942	41,050	42,000	40,000
Sone canals . . .	10,75,265	10,95,351	11,15,881	11,38,971	14,50,516	12,44,000	12,27,000
Ganges canal . . .	32,06,998	36,57,032	38,83,058	28,27,161	35,23,554	33,52,000	32,83,000
Lower Ganges canal . . .	22,79,590	22,29,549	21,86,673	19,96,655	22,82,197	23,84,000	22,57,000
Ditto Fatehpur Branch . . .	...	76,330	84,969	80,380	1,35,186	2,48,000	1,95,000
Agra canal . . .	6,81,498	8,28,626	9,27,398	6,65,736	8,80,933	8,65,000	8,31,000
Eastern Jumna canal . . .	12,48,831	12,41,746	12,34,495	11,79,374	13,53,857	12,01,000	13,34,000
Betwa canal . . .	1,10,665	94,267	56,896	75,562	1,06,859	1,43,000	80,000
Western Jumna canal (including Sirsa Branch) . . .	28,00,084	29,79,562	25,33,190	21,84,804	23,61,573	23,87,000	22,50,000
Chenab canal . . .	24,06,523	30,02,897	42,77,499	53,47,867	62,03,439	72,62,000	73,50,000
Bari Doab canal . . .	30,06,435	29,69,561	30,16,243	28,52,395	32,97,204	32,96,000	31,50,000
Sirhind canal . . .	27,53,361	30,90,800	30,53,344	23,15,816	27,82,581	27,43,000	24,00,000
Jhelum canal . . .	...	...	...	...	24,104	3,44,000	8,00,000
Swat River canal . . .	4,13,960	4,18,038	4,84,502	4,57,845	4,82,394	5,19,000	4,90,000
Godavari Delta System . . .	1,09,589	1,13,290	1,15,714	1,10,381	1,04,532	1,05,000	1,05,000
Kistna . . .	78,372	61,565	87,066	70,850	78,578	72,000	75,000
Pennér River canals . . .	2,302	1,695	2,387	3,512	1,938	3,000	3,000
Periyar Project . . .	581	1,220	1,624	1,615	2,168	2,000	2,000
Rushikulya . . .	1,470	1,789	2,027	5,084	2,811	3,000	3,000
Desert canal . . .	43,442	47,591	39,462	48,290	53,023	48,000	70,000
Begari . . .	49,964	55,277	59,348	47,713	44,956	51,000	46,000
Eastern Nara Works . . .	26,363	22,808	28,705	27,154	26,578	30,000	42,000
Mutha canals . . .	2,57,142	3,20,928	2,12,883	2,95,926	2,98,645	3,00,000	3,16,000
Nira canal . . .	1,42,459	1,48,200	1,33,866	2,28,058	2,31,616	2,43,000	2,57,000
Jamrao canal . . .	...	...	2,060	5,128	43,686	1,59,000	1,61,000
Other projects . . .	6,55,795	4,85,433	5,41,411	7,89,448	7,82,496	11,70,000	11,68,000
TOTAL . . .	2,21,29,301	2,36,77,938	2,47,71,151	2,33,93,665	2,72,44,019	2,89,85,000	2,87,25,0
PORTION OF LAND REVENUE DUE TO IRRIGATION—							
Mandalay canal . . .	...	...	...	...	4,619	19,000	10,000
Ganges canal . . .	7,15,593	7,80,511	7,80,511	8,26,342	8,72,442	8,84,000	8,84,000
Lower Ganges canal . . .	2,09,586	2,09,586	2,09,586	2,09,586	2,09,586	2,14,000	2,14,000
Eastern Jumna . . .	2,49,803	2,50,989	2,50,989	2,52,041	2,53,952	2,54,000	2,54,000
Chenab canal . . .	3,31,965	4,57,345	6,32,690	10,46,645	10,56,041	11,01,000	11,00,000
Bari Doab canal . . .	2,21,189	2,27,286	2,33,160	2,36,603	2,38,756	2,30,000	2,30,000
Jhelum . . .	...	...	...	...	13,706	...	...
Swat River . . .	40,823	41,257	42,550	44,580	47,284	45,000	45,000
Godavari Delta System . . .	29,15,743	25,66,115	29,25,382	30,93,882	29,68,262	31,19,000	31,19,000
Kistna . . .	24,91,812	25,40,854	26,34,552	27,42,392	27,25,450	26,73,000	26,95,000
Pennér River canals . . .	3,51,193	2,61,246	3,57,541	3,69,205	3,70,918	3,72,000	3,72,000
Periyar Project . . .	2,62,867	3,24,717	3,88,061	4,43,315	4,56,571	4,72,000	4,83,000
Rushikulya . . .	82,033	91,059	87,131	95,844	94,832	98,000	99,000
Desert canal . . .	1,11,398	1,26,878	1,60,930	1,39,985	1,41,889	1,61,000	1,93,000
Begari . . .	3,54,168	3,90,454	4,16,913	3,34,669	3,14,732	3,58,000	3,97,000
Eastern Nara Works . . .	5,07,038	6,55,531	5,10,522	4,49,513	4,93,647	5,37,000	5,23,000
Mutha canals . . .	—6,470	—9,403	—3,869	—8,085	—8,63	...	...
Nira canal . . .	—7,035	—7,330	—6,584	—11,310	—11,465	...	...
Jamrao canal . . .	...	...	3,30,642	4,21,049	4,97,692	7,08,000	8,55,000
Other projects . . .	12,55,880	11,45,511	12,85,539	15,14,701	14,75,038	17,87,000	17,94,000
TOTAL . . .	1,00,87,586	1,00,52,606	1,12,36,246	1,22,00,957	1,22,15,889	1,30,32,000	1,32,67,0

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—continued.

	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05.
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
TOTAL REVENUE—							
Mandalay canal	...	...	...	...	22,422	1,29,000	1,90,000
Orissa canals	4,69,554	4,42,497	4,08,888	3,49,006	4,05,592	4,46,000	4,23,000
Midnapur canal	2,33,772	2,38,652	2,34,213	2,40,992	2,24,150	2,13,000	1,87,000
Hijili Tidal canal	75,286	53,234	47,349	47,942	41,050	42,000	40,000
Sone canals	10,75,265	10,95,351	11,15,881	11,38,971	14,50,516	12,44,000	12,27,000
Ganges canal	39,22,591	44,37,543	46,63,569	36,53,503	43,95,996	42,30,000	41,67,000
Lower Ganges canal	24,89,176	24,39,135	23,96,259	22,06,241	24,91,783	25,98,000	24,71,000
Ditto Fatehpur Branch	...	76,330	84,960	80,380	1,35,186	2,48,000	1,95,000
Agra canal	6,81,498	8,28,626	9,27,398	6,65,736	8,80,933	8,65,000	8,31,000
Eastern Jumna canal	14,98,634	14,92,735	14,85,484	14,31,415	16,07,809	14,55,000	15,88,000
Betwa canal	1,10,665	94,267	56,896	75,562	1,06,859	1,43,000	80,000
Western Jumna canal (including Sirsa Branch)	28,00,084	29,79,562	25,33,190	21,84,804	23,61,573	23,87,000	22,50,000
Chenab canal	27,38,488	34,60,242	49,10,189	63,94,512	72,59,480	83,63,000	84,50,000
Bari Doab canal	32,27,624	31,96,847	32,49,403	30,88,998	35,35,960	35,26,000	33,80,000
Sirhind canal	27,53,361	30,90,800	30,53,344	23,15,816	27,82,581	27,43,000	24,00,000
Jhelum canal	...	...	...	...	37,810	3,44,000	8,00,000
Swat River canal	4,54,783	4,59,295	5,27,052	5,02,425	5,29,678	5,64,000	5,35,000
Godavari Delta System	30,25,332	26,79,405	30,41,096	32,04,263	30,72,794	32,24,000	32,24,000
Kistna	25,70,184	26,02,419	27,21,618	28,13,242	28,04,028	27,45,000	27,70,000
Pennér River canals	3,53,495	2,62,941	3,59,928	3,72,717	3,72,856	3,75,000	3,75,000
Periyar Project	2,63,448	3,25,937	3,89,685	4,44,930	4,58,739	4,74,000	4,85,000
Rushikulya	83,503	92,848	89,158	1,00,928	97,643	1,01,000	1,02,000
Desert canal	1,54,840	1,74,469	2,00,392	1,88,275	1,94,912	2,09,000	2,63,000
Begari	4,04,132	4,45,731	4,76,261	3,82,382	3,59,688	4,09,000	4,43,000
Eastern Nara Works	5,33,401	6,78,339	5,39,227	4,76,667	5,20,225	5,67,000	5,65,000
Mutha canals	2,50,672	3,11,525	2,09,014	2,87,841	2,90,582	3,00,000	3,16,000
Nira canal	1,35,424	1,40,870	1,27,282	2,16,748	2,20,151	2,43,000	2,57,000
Umao canal	...	...	3,32,702	4,26,177	5,41,378	8,67,000	10,16,000
Other projects	10,11,675	16,30,944	18,26,950	23,04,149	22,57,534	29,57,000	29,62,000
TOTAL	3,22,16,887	3,37,30,544	3,60,07,397	3,55,94,622	3,94,40,245	4,20,17,000	4,19,92,000
WORKING EXPENSES—							
Mandalay canal	...	...	...	...	30,312	82,000	1,00,000
Orissa canals	4,65,598	4,45,106	4,18,409	3,95,100	3,61,432	3,93,000	4,01,000
Midnapur canal	2,69,703	2,71,378	1,63,234	1,61,668	1,44,522	1,31,000	1,57,000
Hijili Tidal canal	48,535	43,304	30,632	28,658	34,685	23,000	30,000
Sone canals	5,59,480	5,47,919	5,76,302	5,47,210	5,27,716	5,26,000	5,86,000
Lower Ganges canal	10,62,597	10,74,296	11,19,864	10,57,425	11,20,924	10,48,000	10,88,000
Ditto, Fatehpur Branch	9,96,696	8,90,350	10,61,960	10,49,948	10,56,724	10,93,000	10,78,000
Swat canal	1,935	49,750	1,03,476	1,26,995	1,21,579	1,46,000	1,23,000
Eastern Jumna canal	2,34,351	2,83,363	2,33,043	2,60,131	2,52,836	2,16,000	2,42,000
Umao canal	3,84,099	4,09,040	4,27,362	4,65,063	5,15,809	4,25,000	4,13,000
Western Jumna canal (including Sirsa Branch)	1,01,686	95,360	86,537	1,01,852	1,22,892	1,14,000	1,00,000
Chenab canal	8,63,021	9,07,513	9,14,677	8,65,175	8,17,970	8,19,000	8,25,000
Bari Doab canal	7,08,766	10,53,385	12,00,241	12,86,828	13,15,846	16,41,000	14,83,000
Sind canal	7,86,572	7,97,190	8,26,926	8,40,911	9,64,870	9,64,000	9,97,000
Sum canal	6,73,078	8,56,298	7,70,709	7,93,513	8,35,062	8,12,000	7,86,000
Swat River canal	...	...	...	20,046	1,42,414	2,59,000	3,00,000
Godavari Delta System	99,596	58,345	89,312	86,856	80,111	90,000	65,000
Kistna	5,80,559	5,89,209	6,70,826	6,09,464	5,70,647	6,13,000	6,67,000
Pennér River canals	5,25,151	5,23,143	5,04,823	5,11,894	4,96,071	6,79,000	5,63,000
Periyar Project	36,139	36,687	32,120	43,643	55,091	76,000	60,000
Rushikulya	1,16,138	1,05,351	83,831	98,493	1,26,351	1,05,000	1,16,000
Desert canal	38,734	49,459	76,220	64,377	66,003	61,000	59,000
Begari	59,152	49,102	57,976	56,722	99,246	1,00,000	1,12,000
Eastern Nara Works	72,152	96,043	69,133	60,329	87,067	88,000	80,000
Orissa canals	1,11,007	1,15,630	97,734	98,001	84,196	81,000	79,000
Umao canal	74,377	73,609	66,768	74,943	1,22,653	85,000	84,000
Other projects	52,785	52,281	42,401	44,229	43,591	49,000	50,000
TOTAL	94,03,928	99,71,283	1,03,36,344	1,05,28,805	1,13,19,158	1,20,54,000	1,23,18,000

APPENDIX IV.—*continued.*

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—concluded.

	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05.
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
NET REVENUE—							
Mandalay canal	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Orissa canals	3,956	—2,609	—9,521	—46,094	44,160	47,000	90,000
Midnapur canal	—35,931	—32,726	70,979	79,324	79,628	53,000	22,000
Hijili Tidal canal	26,751	9,930	16,717	19,284	6,365	82,000	30,000
Sone canals	5,15,785	5,47,432	5,39,579	5,91,761	9,22,800	7,18,000	10,000
Ganges canal	28,59,994	33,63,247	35,43,705	25,96,078	32,75,072	31,88,000	6,41,000
Lower Ganges canal	14,92,480	15,48,785	13,34,299	11,56,293	14,35,058	15,05,000	13,93,000
Ditto, Fatehpur Branch	—1,935	26,580	—18,507	—46,615	13,607	1,02,000	72,000
Agra canal	4,47,147	5,45,263	6,94,355	4,05,605	6,28,097	6,49,000	5,89,000
Eastern Jumna canal	11,14,535	10,83,695	10,58,122	9,66,352	10,92,000	10,30,000	11,75,000
Betwa canal	8,979	—1,093	—29,641	—26,290	—16,033	29,000	—20,000
Western Jumna canal (including Sirsa Branch)	19,37,063	20,72,049	16,18,513	13,19,629	15,43,603	15,68,000	14,25,000
Chenab canal	20,29,722	24,06,857	37,09,948	51,07,684	59,43,634	67,22,000	69,67,000
Bari Doab canal	24,41,052	23,99,657	24,22,477	22,48,087	25,71,090	25,62,000	23,83,000
Sirhind canal	20,80,283	22,34,502	22,82,635	15,22,303	19,47,519	19,31,000	16,14,000
Jhelum canal	...	...	...	—20,046	—1,04,604	85,000	5,00,000
Swat River canal	3,55,187	4,00,950	4,37,740	4,15,569	4,49,567	4,74,000	4,70,000
Godavari Delta System	24,44,773	20,90,196	23,70,270	25,94,799	25,02,147	26,11,000	25,57,000
Kistna	20,45,033	20,79,276	22,16,795	23,01,348	23,07,957	20,66,000	22,07,000
Pennér River canals "	3,17,356	2,26,254	3,27,808	3,29,074	3,17,765	2,99,000	3,15,000
Periyar Project	1,47,310	2,20,586	3,05,854	3,46,437	3,32,388	3,69,000	3,09,000
Rushikulya "	44,769	43,389	12,938	36,551	31,640	40,000	43,000
Desert canal	95,688	1,25,367	1,42,416	1,31,553	95,666	1,09,000	1,51,000
Begari "	3,31,980	3,49,688	4,07,128	3,22,053	2,72,621	3,21,000	3,63,000
Eastern Nara Works	4,22,394	5,62,709	4,41,493	3,78,666	4,36,029	4,86,000	4,66,000
Mutha canals	1,76,295	2,37,916	1,42,246	2,12,898	1,67,929	2,15,000	2,32,000
Nira canal	82,639	88,589	84,881	1,72,519	1,76,560	1,94,000	2,07,000
Jamrao canal	...	...	2,67,992	2,73,288	3,23,092	6,67,000	7,27,000
Other projects	14,29,654	11,32,771	12,79,832	16,77,707	13,53,282	18,22,000	15,97,000
TOTAL	2,28,12,959	2,37,59,260	2,56,71,053	2,50,65,817	2,81,40,750	2,99,63,000	2,96,74,000

APPENDIX IV.—*continued.*

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

Actuals, 1902-1903.

RAILWAYS.	Amount in Rupees.	Amount in sterling at contract rates.	Equivalent at Rs. 15 = £1.	Exchange.
	R	£	R	R
GUARANTEED RAILWAYS.				
RECEIPTS.				
Madras	52,91,199	485,027	72,75,398	—19,84,100
Bombay, Baroda and Central India	54,35,054	362,014	54,30,211	4,873
	TOTAL	1,07,26,283	847,041	1,27,05,609
ADVANCES.				
Madras	43,37,443	397,599	59,63,984	—16,26,541
Madras Extensions	12,34,837	82,241	12,33,605	1,232
Bombay, Baroda and Central India	55,07,964	360,811	55,02,170	5,794
	TOTAL	1,10,80,244	846,651	1,26,99,759
NET RECEIPTS.				
Madras	9,53,756	87,428	13,11,414	—3,57,658
Madras Extensions	—12,34,837	—82,241	—12,33,605	—1,232
Bombay, Baroda and Central India	—72,880	—4,797	—71,959	—921
	TOTAL	—3,53,961	390	5,850
SUBSIDIZED RAILWAYS.				
RECEIPTS.				
Gain on remittances to India.	Bengal Central	...	—8	—118
	Bengal-Nagpur	...	23	350
	Ditto Extensions	...	407	6,105
	Burma	...	—101	—1,513
	Indian Midland	...	632	1,513
	Lucknow-Bareilly	...	—58	9,486
	Southern Mahratta	...	—13,118	881
		...	—12,223	1,83,333
		7,63,000	50,867	7,63,000
Capital received in India.	Ahmedabad-Dholka	18,000	1,200	18,000
	Ahmedabad-Parantij	—7,000	—407	—7,000
	Brahmaputra-Sultanpur	44,000	2,933	44,000
	Mymensingh-Jamalpur-Jagannathganj	67,000	4,467	67,000
	Tapti Valley	8,85,000	59,000	8,85,000
		8,85,000	46,777	7,01,667
TOTAL RECEIPTS				
WITHDRAWALS IN INDIA.				
Assam-Bengal	—14,35,819	—95,703	—14,35,550	—1,209
	1,07,114	7,141	1,07,114	...
	2,78,629	18,539	2,78,095	...
	94,65,077	631,005	94,65,077	534
	35,46,410	236,347	35,45,200	1,204
	10,49,683	66,341	9,95,112	54,571
	—781	—52	—781	...
	—2,958	—197	—2,958	...
	86,587	6,469	97,037	—10,450
	—4,98,552	—41,546	—6,23,190	1,24,638
	1,25,94,390	828,344	1,24,25,162	1,69,228
Ahmedabad-Dholka	7,53,499	50,233	7,53,499	...
	23,624	1,575	23,624	...
	78,342	5,222	78,342	...
	8,706	580	8,706	...
	55,527	3,702	55,527	...
	—57,358	—3,824	—57,358	...
Mymensingh-Jamalpur-Jagannathganj	19,762	1,318	19,762	...
	8,82,102	58,806	8,82,102	...
	1,34,76,492	887,150	1,33,07,264	1,69,228
	Net Withdrawals	1,25,91,492	840,373	1,26,05,597
GUARANTEED AND SUBSIDIZED RAILWAYS.				
Net Withdrawals				
	1,29,45,453	839,983	1,25,99,747	3,45,706

APPENDIX IV.—*continued.*TABLE VI.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—*continued.*
Revised Estimate, 1903-1904.

RAILWAYS.	Amount in Rupees, (Omitting 000.)	Amount in sterling at contract rates. (Omitting 00.)	Equivalent at Rs. 15=£ 1. (Omitting 000.)	Exchange. (Omitting 000.)
GUARANTEED RAILWAYS.				
RECEIPTS.				
Madras	73,50	673 7	1,01,06	-27,56
Bombay, Baroda and Central India	58,50	390,0	58,50	...
	TOTAL	1,32,00	1,063,7	1,59,56
ADVANCES.				
Madras	48,50	444,6	66,69	-18,19
Madras Extensions	2,00	13,3	2,00	...
Bombay, Baroda and Central India	45,50	303,3	45,50	...
	TOTAL	96,00	761,2	1,14,19
NET RECEIPTS.				
Madras	25,00	229,1	34,37	-9,37
Madras Extensions	-2,00	-13,3	-2,00	...
Bombay, Baroda and Central India	13,00	86,7	13,00	...
	TOTAL	36,00	302,5	45,37
SUBSIDIZED RAILWAYS.				
RECEIPTS.				
Gain on remittances { Bengal-Nagpur Extensions to India. { Southern Mahratta	...	4	6	-6
	...	-16,5	-2,48	2,48
	...	-16,1	-2,42	2,42
	TOTAL RECEIPTS	2,73	18,2	2,73
WITHDRAWALS IN INDIA.				
Assam-Bengal	-12,33	-82,2	-12,33	...
Bengal Central	2	1	2	...
Bengal-Nagpur	5,15	34,3	5,15	...
Ditto Extensions	89,47	596,5	89,47	...
Burma	16,95	113,0	16,95	...
Indian Midland	34,10	220,0	33,00	1,10
Lucknow-Bareilly	83	5,5	83	...
Mysore	1,20	9,0	1,34	-14
Southern Mahratta	-9,14	-76,2	-11,43	2,29
	TOTAL WITHDRAWALS	1,26,25	820,0	1,23,00
				3,25
Ahmedabad-Dholka	1,08	7,2	1,08	...
Ahmedabad-Parantij	6	4	6	...
Brahmaputra-Sultanpur	50	3,3	50	...
Hardwar-Dehra	54	3,6	54	...
Mymensingh-Jamalpur-Jagannathganj	45	3,0	45	...
South Behar	-1	-1	-1	...
Tapti Valley	1,00	6,7	1,00	...
	TOTAL WITHDRAWALS	3,62	24,1	3,62
				...
Net Withdrawals	1,27,14	842,0	1,26,31	83
GUARANTEED AND SUBSIDIZED RAILWAYS.				
Net Withdrawals	91,14	539,5	80,94	10,30

APPENDIX IV.—concluded.

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—concluded.

Budget Estimate, 1904-1905.

RAILWAYS.	Amount in Rupees. (Omitting 000.)	Amount in sterling at contract rates. (Omitting 00.)	Equivalent at Rs. 15 = £1. (Omitting 00.)	Exchange. (Omitting 00.)
GUARANTEED RAILWAYS.				
RECEIPTS.				
Madras	56.30	516.1	77.41	-21.11
Bombay, Baroda and Central India	49.79	332.0	49.79	...
	TOTAL	1,06.09	848.1	1,27.20
ADVANCES.				
Madras	57.87	530.5	79.57	-21.70
Madras Extensions	30	2.0	30	...
Bombay, Baroda and Central India	39.00	260.0	39.00	...
	TOTAL	97.17	792.5	1,18.87
NET RECEIPTS.				
Madras	-1.57	-14.4	-2.16	59
Madras Extensions	-30	-2.0	-30	...
Bombay, Baroda and Central India	10.79	72.0	10.79	...
	TOTAL	8.92	55.6	8.33
SUBSIDIZED RAILWAYS.				
RECEIPTS.				
Gain or remittances to India.	...	-13.4	-2.01	2.01
Southern Mahratta	...	-13.4	-2.01	2.01
	TOTAL RECEIPTS	2.59	3.8	5.8
CAPITAL RECEIVED IN INDIA.				
Ahmedabad-Dholka	65	4.3	65	...
Ahmedabad-Parantij	11	7	11	...
Brahmaputra-Sultanpur	-7	-1	-1	...
Hardwar-Dehra	50	3.3	50	...
Mymensingh-Jamalpur-Jagannathganj	27	1.8	27	...
Tapta Valley	1,07	7.2	1,07	...
	TOTAL RECEIPTS	2.59	17.2	2.59
WITHDRAWALS IN INDIA.				
Assam-Bengal	-7.46	-49.7	-7.46	...
Bengal Central	36	2.4	36	...
Bengal-Nagpur	1.50	10.0	1.50	...
Ditto Extensions	53.05	353.7	53.05	...
Burma	6.31	42.1	6.31	...
Ditto Extensions	15.00	100.0	15.00	...
Indian Midland	24.55	163.6	24.55	...
Ditto Saugor-Katni	2.19	14.6	2.19	...
Lucknow-Bareilly	-21	-1.4	-21	...
Mysore	1.21	9.0	1.36	-1.5
Southern Mahratta	-12.19	-81.3	-12.19	...
	TOTAL WITHDRAWALS	84.31	563.0	84.46
GUARANTEED AND SUBSIDIZED RAILWAYS.				
Net Withdrawals	74.93	517.8	77.68	-2.75

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS	RESULTS OF WORKING DURING 1ST HALF OF YEAR.						RESULTS OF WORKING FOR OFFICIAL YEAR								
	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.	Total earnings for week ending		Earnings per mile open for week.	Total earnings from 1st January to 14th March 1903.		14th March 1903.	12th March 1904.	12th March 1904.				
	During 1st-half of 1903.	1904.		R	Miles.		R	R	R	R	R	R			
State and Guaranteed Railways.															
East Indian	671	1,962	1,971	13,45,848	14,54,000	687	738	1,49,46,479	1,48,92,000	26,648	54,479	6,44,22,475			
Bengal Central	183	139	139	20,112	24,300	145	175	2,45,352	2,47,000	1,4,319	...	2,12,081			
Bengal-Nagpur (incldg. Raipur-Dhamtari 2' 6")	169	1,744	1,744	3,44,332	3,71,000	188	199	34,01,429	38,92,000	4,99,571	...	1,51,22,000			
Great Indian Peninsula system	534	1,569	1,569	924	10,08,000	578	642	1,22,76,489	1,04,87,000	...	17,83,489	4,11,28,843			
Indian Midland (incldg. Bhopal-Lîârsi)	227	217	916	1,05,21	1,58,000	200	171	23,27,050	18,19,000	5,03,056	5,03,056	95,23,893			
Baroda extn. (East Coast State)	320	283	21	0,09	2,800	290	270	78,915	52,500	...	26,415	2,9,930			
North Western (incldg. Nowshera-Dargai 2' 6")	283	255	3,158	3,267	7,62,674	10,08,000	241	309	8,49,176	98,74,000	14,6,824	67,377	3,97,09,374		
Oudh and Rohilkhand (incldg. m.g.)	265	229	1,115	1,116	2,41,973	2,71,000	222	223	28,33,090	20,09,377	...	1,26,39,989	1,31,0,000		
Eastern Bengal (incldg. metre and 2' 6")	312	380	898	898	2,47,039	2,93,000	275	320	30,33,555	34,03,000	3,60,445	...	1,66,0,4,553		
Standard Range	809	657	461	505	3,24,080	3,13,000	703	620	34,52,406	32,68,000	...	1,8,406	1,49,08,554		
Bombay, Baroda and Central India	280	259	888	900	2,31,204	2,42,000	260	262	23,73,386	23,91,000	1,17,614	...	1,57,50,000		
Madras	192	173	494	495	99,750	115,000	113,000	233	9,63,406	10,49,000	70,591	...	42,20,164		
" North-East line"	154	154	32	32	5,842	6,800	183	213	40,401	47,700	1,639	...	2,47,000		
Hardwar-Dehra	171												2,36,483		
Rajputana-Malwa (incldg. Godhra-Rutlam-Nâgda 5' 6")	268	1,784	1,784	4,63,126	3,88,000	260	218	53,19,870	44,19,000	...	9,00,870	2,37,12,471	2,05,11,000		
Palanpur-Deesa	36	17	125	1,124	2,30,830	2,12,000	13	29	5,923	4,600	...	1,323	29,540	31,01,471	
South Indian	191	1,124	1,124	1,031	3,01,117	3,700	205	189	22,79,397	21,52,000	...	1,27,297	1,03,32,691	11,00,309	
Innerville-Quilon (British section)	82	19	50	1,031	1,031	3,700	80	74	17,257	45,600	25,343	...	(a) 0,4,407	1,83,000	1,23,533
Tanjore District Board	103	71	99	6,954	7,500	98	76	79,783	78,800	8,012	...	3,13,305	3,7,000	6,1,695	
Southern Mahratta (incldg. G.I.-M. Fron. sec.)	115	1,165	1,165	1,26,744	1,62,000	109	139	12,90,496	14,05,000	1,14,594	...	60,26,710	69,43,000	31,62,390	
Mysore section (Southern Mahratta)	107	296	296	40,00	30,035	102	130	3,08,038	3,33,000	24,932	...	15,07,106	14,53,000	...	
Bengal and N.W. (incldg. Tirhoot sec.)	158	1,317	1,330	2,19,160	2,49,000	166	187	23,77,455	24,62,000	8,4545	...	98,52,013	1,13,73,000	15,20,987	
Lucknow-Bareilly	127	231	237	237	39,035	51,000	110	109	3,97,748	3,08,000	2,52	...	1,35,393	13,32,000	2,07,181
Assam-Bengal	68	644	740	39,035	51,000	61	69	4,44,426	5,42,000	97,574	...	20,07,181	23,70,000	3,62,819	
Burma	1311	1,337	3,28,877	3,59,000	251	268	340,5708	37,04,000	2,98,292	...	1,19,17,320	1,31,78,000	12,60,700		
Assam-putra-Sultanpur	79	59	3,394	4,900	58	83	49,558	52,100	1,1,562	...	2,30,442	2,52,000	21,558		
Indrapur-Hyderabad (British section)	94	78	124	10,314	9,700	83	78	1,03,478	1,29,000	1,9,522	...	4,74,374	5,01,000	8,03,026	
Nigam	337	17	17	6,014	4,600	271	271	40,985	42,400	1,415	...	2,81,098	2,54,000	27,098	

All other Railways										
Delhi-Umalla-Kalka	221	162	30,648	31,500	189	194	3,79,161	18,43,324	16,60,000	
Tarkessur	231	22	22	7,509	341	295	73,779	3,16,103	3,12,000	
South Behar	135	123	79	6,500	11,700	131	148	4,97,842	4,70,241	
Southern Punjab (Delhi Samastis)	103	85	425	36,738	39,500	86	93	1,38,646	18,73,000	
Rajputana-Bhatinda	182	149	107	47,869	18,100	167	169	1,35,277	37,723	
Luchiana-Dhuri-Jakhali	73	89	79	5,000	6,200	63	78	8,33,486	8,99,000	
The Nizam's Guaranteed State	286	361	334	95,115	86,800	285	260	1,35,999	3,06,000	
Tapti Valley	134	105	155	24,874	14,900	160	96	2,89,225	42,70,470	
Petlad Cambay	80	71	32	3,422	2,800	44	85	1,35,225	38,46,000	
Nagdá-Ujjain	80	82	34	3,107	2,000	93	59	2,49,002	6,74,000	
Bina-Goona-Báráń	46	35	148	6,631	8,200	45	55	2,43,000	1,13,797	
Bhopal-Ujjain	89	92	114	114	10,057	8,800	77	1,5,56	1,34,000	
Kolar Gold-fields	392	404	10	3,813	3,100	382	310	3,9,486	1,02,000	
Standard gauge										
Sagauli-Raxaul	165	143	66	10,773	10,200	163	155	93,707	74,600	
Noakali (Bengal)	54	45	18	1,600	1,600	38	55	10,619	14,200	
Mymensingh-Jamalpur-Jaganathganj	30	...	...	1,000	1,000	...	29	10,700	10,700
66	74	53	33	3,923	3,000	74	68	38,192	42,900	
Bengal-Dooars Extensions	122	143	36	3,564	3,100	99	103	48,987	40,000	
Dibrú-Sadiya	53	64	94	117	4,250	7,00	40	50,149	50,700	
214	203	78	78	17,052	20,000	219	264	1,02,884	18,400	
Ahmedabad-Pavantíj	105	76	65	5,997	7,000	92	108	61,837	70,700	
58	58	55	55	2,331	3,584	44	64	30,345	34,300	
36	...	25	34	1,92	1,300	8	8	(d) 3580	18,000	
69	63	122	135	5,522	6,000	46	50	17,120	17,114	
Shoranur-Cochin	80	83	29	1,788	3,100	62	107	21,214	77,800	
The Gaekwar's Railway	77	72	67	67	4,079	6,800	73	101	45,028	59,700
Kolhapur	33	32	38	1,094	1,900	29	50	12,707	15,000	
Yeastavpur-Mysore Eron. sec. (including M. Nanjangud)	131	108	392	44,811	46,700	114	119	4,30,601	3,91,000	
Birur-Shimoga	110	82	334	29,772	39,600	27,32	89	3,53,136	3,84,000	
Hyderabad-Godavari Valley	73	60	46	40	3,900	59	85	31,124	40,000	
Bhavnagar-Gondal-Junagadh-Porbandar	...	...	...	...	...	...	...	13,34,752	31,35,037
Jetasra-Rajkot	51	45	54	2,086	3,300	39	61	19,276	28,100	
Jamnagar	48	33	21	531	700	28	33	7,928	7,500	
Dhrangadhá	64	59	700	35,932	42,400	51	61	5,03,769	4,89,000	
Jodhpur-Bikaner	56	58	67	3,300	4,000	50	60	40,101	36,900	
Udaipur-Chitor	...	...	...	...	...	...	...	3,261	1,93,250
Metre gauge										
Darjeeling-Himalayan	377	326	51	19,000	19,000	377	373	1,51,376	1,57,000	
Kalka-Simla	82	...	...	5,000	5,000	...	85	27,895	44,000
Coch Behar	77	52	79	1,771	3,500	52	103	24,100	24,100	
The Gaekwar's Dabholi	...	...	...	5,2413	3,000	60	43	48,308	49,400
Rajpipla	28	21	37	680	600	18	24	9,649	57,000	
Morvi	63	58	94	3,083	6,400	33	44	54,411	58,400	
Farsí	125	101	22	2,239	4,400	129	203	16,520	21,080	
Total	119	106	4,378	4,527	4,674,03	5,01,000	107	111	51,99,472	
GRAND TOTAL	281	265	25,964	26,739	66,58,729	72,99,900	257	273	4,86,972	
									2,25,60,562	
									2,25,35,000	
									2,25,338	
									1,8,147,292	

(a) From 1st June 1902 to 14th March 1903

(b) From 15th May 1903 to 12th March 1905.

CALCUTTA, the 24th March 1904

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Offg. Under Secretary to the Govt. of India
A. R. JACOBSUN,

GOVERNMENT OF INDIA.
HOME DEPARTMENT.SANITARY.
PLAQUE.

Calcutta, the 24th March, 1904.

The following statement of plague seizures and deaths reported in India during the week ending the 19th March 1904 is published for general information:—

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Northern.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	943	849
		Dholera Port	B., B. & C. I.	145	98
		Ahmedabad City	B., B. & C. I.	12	5
		Gogha Port	“ “ & B. G. J. P.	110	88
		Ahmedabad District	B., B. & C. I.	3	3
		Broach Port	“ “	193	116
		Broach District	“ “	126	102
		Panch Mahale District	“ “	136	110
		Mahikantha State	“ “	2,323	1,524
		Kaira District . . . . .	“ “ . . . . .	...	...
		Palanpur State . . . . .	“ “ . . . . .	...	...
		Rewakantha State . . . . .	“ “ . . . . .	...	...
		Bulsar Port	“ “	17	13
		Surat Town and Port	“ “	18	13
		Surat District	“ “	260	176
		Jhara Port . . . . .	“ “ . . . . .	...	...
		Bandra Port	B., B. & C. I.	2	2
		Utan	B., B. & C. I. . . . .	...	...
		Vesava Port	B., B. & C. I. . . . .	...	...
		Kelva	B., B. & C. I. . . . .	...	...
		Trombay	G. I. P. . . . .	...	...
		Tarapur	B., B. & C. I. . . . .	...	...
		Manori	B., B. & C. I. . . . .	...	...
		Mahim	B., B. & C. I. . . . .	...	...
		Dhanu	B., B. & C. I.	6	6
		Bhiwandi	G. I. P. . . . .	...	...
		Agashi	B., B. & C. I. . . . .	...	...
		Shirgaon	“ “	9	9
		Bassein	G. I. P. . . . .	...	...
		Kalyan	“ “	3	3
		Thana	B., B. & C. I. . . . .	...	...
		Umbergaon Port . . . . .	...	...	...
		Kon	G. I. P. & B., B. & C. I.	37	23
		Thana District	Dhond and Manmad (G. I. P.)	390	300
		Ahmednagar District	B., B. & C. I. & G. I. P.	1,471	1,153
		Khandesh	G. I. P. & N. G.	494	38
		Nasik	S. M. & G. I. P.	85	7
		Poona City	S. M.	120	10
		Poona District	G. I. P.	229	10
		Satara	“	65	6
		Sholapur Town	S. M. & Barsi	429	20
		Sholapur District . . . . .	...	12	12
	Central.	Alibag Port . . . . .	...	3	3
		Panvel . . . . .	...	...	...
		Eshoi . . . . .	...	...	...
		Roha . . . . .	...	1	1
		Revdanda	G. I. P.	77	1
		Kolaba District . . . . .	...	...	...
		Ratnagiri Port . . . . .	...	16	16
		Vizedrug . . . . .	...	...	...
		Harnai . . . . .	...	...	...
		Rajapur . . . . .	...	...	...
		Vengurla . . . . .	...	...	...
		Jaitapur . . . . .	...	...	...
		Dabhal . . . . .	...	...	...
		Joigad . . . . .	...	...	...
	Southern.	Deogad . . . . .	...	...	...
		Ratnagiri District	S. M.	3	2
		Belgaum	“	275	275
		Hubli Town	“	1	1
		Dharwar District . . . . .		“ . . . . .	335	335
		Karwar Port . . . . .		“ . . . . .	...	...
		Akola Port . . . . .		“ . . . . .	...	...
		Kumta Port . . . . .		S. M.	5	5
		Kanara District . . . . .		S. M. & G. I. P. . . . .	...	...
		Savantvadi State . . . . .		N. W.	523	523
		Bijapur District . . . . .		N. W. & J. B.	184	184
		Karachi Town and Port . . . . .		J. B.	7	7
		Karachi District . . . . .		N. W.	44	44
		Hyderabad Town . . . . .		“ . . . . .	20	20
	Sind.	Hyderabad District . . . . .	“ . . . . .	...	...
		Thar and Parkar District . . . . .	“ . . . . .	...	...
		Larkhana . . . . .	“ . . . . .	...	...
		Sukkar District . . . . .	“ . . . . .	...	...
		Khairpur State . . . . .	“ . . . . .	...	...
		Akalkot State . . . . .	“ . . . . .	...	...
		Aundh	“	18	18
		Tuna Port	“	8	8
		Mandvi . . . . .	“ . . . . .	...	...
		Mundra . . . . .	“ . . . . .	...	...
Political charges.					

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political charges.	Cutch State	B. B. & C. I.	103	74
		Cambay State	B. B. & C. I.	7	8
		Savanur "	B. B. & C. I.	7	6
		Bhor "	B. G. J. P.	...	...
		Porbandar Port	B. G. J. P.	...	...
		Jamnagar Town and Port	B. G. J. P.	85	73
		Bhavnagar Town and Port	B. G. J. P.	...	...
		Mongrol Port	B. G. J. P.	...	...
		Jodia "	B. G. J. P.	...	...
		Jafrabad "	B. G. J. P.	...	...
		Verawal Port	B. G. J. P.	33	21
		Vawania "	B. B. & C. I., Morvi & B. G. J. P.	808	...
		Kathiawar State	S. M.	27	514
		Kolhapur Town	B. B. & C. I.	155	27
		Kolhapur and Southern Mahratta Country	B. B. & C. I.	...	121
		Sachin State	B. B. & C. I.	...	...
		Dharampur State	B. B. & C. I.	...	...
		Sriwardhan Port	B. B. & C. I.	...	...
		Murud "	B. B. & C. I.	...	...
		Barimandla "	B. B. & C. I.	...	...
		Nandgaon "	B. B. & C. I.	...	...
		Janjira "	B. B. & C. I.	...	...
		Janjira State "	B. B. & C. I.	...	...
		Velan Port	B. B. & C. I.	...	...
		Billimora "	B. B. & C. I.	...	...
		Baroda City	B. B. & C. I.	146	...
		Baroda State	B. B. & C. I.	1076	106
		Kodinar Port.	B. B. & C. I.	1	761
		Jath "	S. M. & G. I. P. Ry.	...	...
		Bijapur State	S. M. & G. I. P. Ry.	7	9
		Surat "	B. B. & C. I.	14	12
		Aden	B. B. & C. I.	(f)1	...
				Total	11,629
					8,693
Madras Presidency.	Political charges.	Salem Town.	Madras	...	...
		Salem District	S. M.	(c)39	(e)27
		Bellary Cantonment	S. M.	...	...
		Bellary Town	S. M. & Madras	6	7
		Bellary District	Madras	(b)183	(k)144
		Coimbatore Town	Madras, S. I. & Nilgiri	4	...
		Coimbatore District	Madras	66	56
		Nilgiris "	Madras	8	5
		North Arcot "	S. I. & Madras	(c)84	(b)66
		South Arcot District	S. I.	...	...
		Cuddalore Port	S. I.	...	...
		Tinnevelly District	Madras	...	...
		Malabar "	S. I. & Madras	(g)22	(g)18
		Cuddapah "	S. I. & Madras	25	19
		Mangalore Port	S. I.	...	...
		Ermala "	Madras & S. I.	(f)3	(f)2
		South Canara District	S. I. & Madras	...	...
		Madras City	S. M. & Madras	(f)1	...
		Chingleput District	S. M. & Madras	(g)8	(g)7
		Kurnool "	Madras	...	...
		Godavari "	S. I.	...	...
		Tanjore "	Madras, S. I. & S. M.	(a)38	(a)34
		Anantapur "	S. I.	...	...
		Madura "	...	...	...
		Cochin State	...	...	...
				Total	487
					385
Presidency.	Burden.	Calcutta	E. I., E. B. S. & B. N.	325	295
		Nadia District	E. B. S. & B. C. & R. K.	(g)2	...
		24-Parganas District	B. N. & H. A.	...	2
		Khulna District	E. L. B. N. H. A. & H. S.	(f)2	...
		Howrah Town	E. I.	(f)16	2
		Midnapore District	B. & N. W.	(f)2	4
		Hooghly District	B. & N. W.	...	2
		Howrah District	E. I.	...	...
		Burdwan District	B. & N. W.	...	...
		Birbhum District	E. I.	...	...
		Champaran District	B. & N. W.	...	...
		Chapra Town	E. I.	...	...
		Saran District	B. & N. W.	...	...
		Gaya Town	E. I.	1013	931
		Gaya District	B. & N. W.	276	276
Patna.	Bhagalpur.	Muzaffarpur District	E. I. & N. W.	460	380
		Darbhanga Town	E. I. & N. W.	195	237
		Darbhanga District	E. I. & N. W.	108	91
		Shahabad "	E. I. & N. W.	47	36
		Patna City	E. I. & N. W.	558	562
		Patna District	E. I. & N. W.	116	116
		Monghyr Town	E. I. & N. W.	1739	1695
		Monghyr District	E. I. & N. W.	78	70
		Bhagalpur Town	E. I. & N. W.	324	226
		Bhagalpur District	E. I. & N. W.	50	135
Chota Nagpur.	Orissa.	Sonthal Parganas District	E. I. & N. W.	27	24
		Palamau District	E. I. & N. W.	1	1
		Hazaribagh "	E. I. & N. W.	5	4
		Cuttack District	E. I. & N. W.	3	3
			Total	5,337	5,092

(a) Two imported cases
(b) Six cases
(c) Seven cases

(e) Four imported cases.
(f) Imported.
(g) One imported case.
(h) Three cases.

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad	Allahabad City	E. I.	691	676
		Allahabad District	E. I. & O. & R.	206	206
		Cawnpore City	E. I., O. & R., B., B. & C. I. & G. I. P. (I. M. Sec.)	46	41
		Cawnpore District	E. I. " " " " "	161	130
		Fatehpur "	E. I. P. (I. M. Sec.) & E. I. R.	146	125
		Banda "	G. I. P. (")	1	2
		Jhansi City	" (")	120	117
		Jhansi District	" ( " ) . . . . .	...	...
		Hamirpur "	" (")	192	170
	Benares	Jalaun "	" ( " ) . . . . .	...	...
		Benares Cantonment	B. & N. W. & O. & R.	27	27
		Benares City	B. & N. W. O. & R. & E. I.	99	97
		Benares District	B. & N. W.	1107	1109
		Ballia "	O. & R. . . . .	...	...
		Jaunpur City	B. & N. W. & B. & N. W.	462	201
		Jaunpur District	E. I. & B. & N. W.	630	542
		Ghazipur "	E. I. . . . .	...	...
		Mirzapur City	" . . . & O. & R.	178	123
		Mirzapur District	...	...	...
United Provinces.	Fyzabad	Bahraich District	B. & N. W.	116	102
		Gonda "	B. & N. W.	75	66
		Partabgarh "	O. & R.	50	49
		Sultanpur "	O. & R.	74	51
		Ajodhia "	O. & R. . . . .	...	...
		Fyzabad City	"	34	34
		Fyzabad District	B. & N. W.	300	283
		Bara Banki Town	...	666	668
		Bara Banki District	...	...	...
	Gorakhpur	Azamgarh City	B. & N. W. & O. & R.	1639	1540
		Azamgarh District	B. & N. W.	68	66
		Gorakhpur City	...	363	233
		Gorakhpur District	...	156	133
		Basti "	...	...	...
		Meerut City	N. W.	69	52
		Meerut Cantonment	" O. & R. & E. I. . . . .	...	...
		Meerut District	"	175	125
		Muzaffarnagar City	" . . . . .	...	...
United Provinces.	Meerut	Muzaffarnagar District	"	200	203
		Aligarh "	E. I. & O. & R. . . . .	...	...
		Saharanpur "	O. & R. & N. W.	101	10
		Hardwar Union	O. & R. . . . .	...	...
		Roorkee Town	...	...	...
		Bulandshahr District	E. I. & O. & R. . . . .	...	...
		Dehra Dun "	B. & N. W. & O. & R. . . . .	...	...
		Unao District	O. & R. & B. & N. W.	41	4
		Lucknow City	O. & R., B. & N. W. & R. K.	342	31
United Provinces.	Lucknow	Lucknow District	O. & R.	255	23
		Hardoi "	O. & R.	45	4
		Rae Bareli "	R. K.	183	17
		Sitapur "	"	166	16
		Kheri "	"	35	35
		Etawah City	E. I. . . . .	...	...
		Etawah District	B., B. & C. I.	335	33
		Fatehgarh	" . . . . .	...	...
		Farrukhabad Town	"	261	20
United Provinces.	Agra	Farrukhabad District	"	208	19
		Mainpuri "	E. I.	225	20
		Agra City	B., B. & C. I., G. I. P. & E. I.	1	1
		Agra District	...	78	78
		Etah	...	...	...
		Muttra District	"	10	10
		Muttra City .	"	24	24
		Bareilly City	R. & K. & O. & R.	11	11
		Bareilly District	R. & K. . . . .	...	...
United Provinces.	Rohilkhand	Shahjahanpur "	" & O. & R.	20	20
		Shahjahanpur City	" . . . . .	...	...
		Bijnor District	"	(a) 1	(a) 1
		Naini Tal	O. & R. . . . .	...	...
		Garhwal District	...	...	...
		Jullundur City	N. W.	102	5
		Jullundur District	N. W.	831	5
		Hoshiarpur "	N. W.	1020	5
		Ferozepur "	N. W.	720	5
Punjab	Jullundur	Kangra "	N. W. . . . .	...	...
		Amritsar City	N. W.	141	1
		Amritsar District	"	1517	1
	Lahore	Gurdaspur "	"	427	18
		Lahore City	"	18	18
		Total		10,393	94

(a) Imported case.

Residency of Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.	
Punjab	Rawalpindi	Rawalpindi District	N. W.	15	14	
		Gujrat "	"	...	...
		Gujranwala "	"	576	555	
		Sialkot "	"	1,519	1,066	
		Shahpur "	"	1,240	821	
		Jhelum "	"	227	147	
		Jhang "	"	...	...
	Multan	Multan "	"	...	...
		Montgomery "	"	...	...
		Mianwali "	"	...	...
		Gurgaon "	B., B. & C. I.	49	41	
		Delhi "	E. I., O. & R., B., B. & C. I., N. W.	121	79	
		Hissar "	B., B. & C. I. & N. W.	96	93	
		Karnal "	E. I.	40	24	
	Delhi	Simla "	S. K.	...	...
		Ludhiana "	N. W.	(h) 2,341	(h) 1,816	
		Umballa "	N. W. & E. I.	(h) 1,165	(h) 917	
		Rohtak "	N. W.	267	194	
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)	...	...
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.	350	293	
		Kapurthala State	N. W.	221	167	
		Kalsia "	E. I.	135	71	
		Maler Kotla "	N. W.	506	396	
		Jind "	N. W. & B. B., & C. I.	192	148	
		Faridkot "	...	10	2	
	Total				13,846	
	Total				10,174	
Central Provinces (including Berar).	Nerbudda	Nimar District	G. I. P. & B., B. & C. I.	187	150	
		Hoshangabad Town	G. I. P.	1	1	
		Hoshangabad District	G. I. P.	(g) 267	206	
		Narsingpur Town	"	2	2	
		Narsingpur District	B. N.	359	294	
		Chhindwara	B. B. & C. I. & G. I. P.	19	16	
		Khandwa Town	B. N. & G. I. P.	(f) 25	(f) 26	
		Betul District	"	3	1	
		Nagpur City	E. I. & G. I. P.	99	100	
		Nagpur District	E. I. & G. I. P.	332	317	
		Wardha Town	G. I. P.	(b) 193	(g) 170	
	Nagpur	Wardha District	B. N.	25	25	
		Chanda "	"	67	61	
		Bhandara Town	E. I. & G. I. P.	(c) 91	(c) 58	
		Bhandara District	E. I. & G. I. P.	53	30	
		Balaghat "	"	17	6	
		Balaghat Town	E. I. & G. I. P.	(c) 7	(g) 4	
		Jubbulpore Town	G. I. P. (I. M. Sec.)	(f) 434	(f) 308	
	Jubbulpur	Jubbulpore District	"	...	...
		Damoh Town	"	(a) 3	...	
		Damoh "	"	...	...
		Saugor Cantonment	"	174	168	
		Saugor Town	"	224	217	
		Saugor District	B. N.	5	3	
		Seoni "	"	1	...	
Chhattisgarh.	Chhattisgarh.	Mandla "	G. I. P.	...	...
		Bilaspur Town	"	(f) 173	(f) 155	
		Bilaspur District	"	55	41	
		Raipur District	B. N.	8	7	
		Sambalpur "	"	(f) 44	(f) 41	
		Akola "	G. I. P.	263	226	
		Buldana "	"	(f) 194	(f) 171	
	... Assam Valley	Wun "	"	...	...
		Basim "	G. I. P.	...	...
		Amraoti "	"	...	...
		Ellichpur "	"	...	...
		Yeotmal "	"	...	...
	Total				3,324	
	Total				2,804	
Mysore State.	Mysore State.	Bangalore City	S. M. & Madras	23	14	
		Bangalore Civil and Military Station	" "	46	41	
		Bangalore District	S. M. "	84	69	
		Mysore City	" "	5	3	
		Mysore District	Madras & S. M.	45	37	
		Kolar	"	44	28	
		Kolar Gold Fields	S. M.	17	10	
		Tumkur District	"	28	19	
		Shimoga "	"	18	11	
		Chitaldrug "	"	10	10	
		Kadur "	"	29	15	
		Hassan "	"	28	14	
		Total				377
		Total				271

(a) Imported.

(b) Four imported cases.

(c) 3 cases.

(d) One imported case.

(f) Including 1 imported case.

(g) " 2 cases.

(h) For week ending 12th March 1904.

SUPPLEMENT TO THE GAZETTE OF INDIA, MARCH 26, 1904.

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Hyderabad State.	...	Aurangabad District	N. G. S.	161	122
		Bir "	N. G. S.	116	115
		Hyderabad "	G. I. P. & Barsi	2	1
		Inder "	S. M. . . . .	...	...
		Usmanabad "	N. G. S.	(a) 138	(a) 116
		Lingsagur "	G. I. P. & Madras	69	53
		Parbhani "	G. I. P. & N. G. S.	104	72
		Raichur " . . . . .	...	...	...
		Gulburga " . . . . .	...	...	...
		Nander "	N. G. S.	2	2
Central India.	...	Total			
		Indore City	B., B. & C. I.	592	481
		Indore State	B., B. & C. I.	476	421
		Ujjain City	B., B. & C. I. & G. I. P. . . . .	...	...
		Gwalior City	G. I. P. (I. M. Sec.) & Gwolar	188	(b) 157
		Gwalior State . . . . .	...	17	8
		Dhar State	G. I. P. (I. M. Sec.)	36	35
		Bhopal City	G. I. P.	678	676
		Pathari State	B., B. & C. I. (Rajputana Malwa) . . . . .	...	...
		Bhopal State . . . . .	...	...	...
		Mhow Cantonment . . . . .	...	39	35
		Nimach " . . . . .	...	120	117
		Indore Residency . . . . .	...	37	30
		Rutlam City . . . . .	...	...	...
		Rutlam State	B., B. & C. I.	14	7
		Dewas Town . . . . .	...	...	...
		Dewas State	B., B. & C. I.	218	131
		Narsingarh State . . . . .	...	...	...
		Tonk State (portion in Central India)	G. I. P. . . . .	...	...
		Sehore "	B., B. & C. I. . . . .	...	...
Rajputana	...	Sailana " . . . . .	...	...	...
		Piploda District	B., B. & C. I. . . . .	...	...
		Bagli State . . . . .	...	...	...
		Jhabua "	B., B. & C. I. . . . .	...	...
		Jaora " . . . . .	...	...	...
		Jaora Town . . . . .	...	...	...
		Agar Military Station . . . . .	...	...	...
		Manpur . . . . .	...	...	...
		Sitamau State . . . . .	...	16	5
		Total			
		Abu Road . . . . .	...	(c) 1	(c) 1
		Ajmer District	B., B. & C. I.	(c) 2	(c) 2
		Mewar State . . . . .	...	520	503
		Partabgarh " . . . . .	...	21	21
Kashmir.	...	Chitor (Udaipur State) . . . . .	...	1	..
		Tonk State	B., B. & C. I.	146	101
		Marwar "	" J. B. . . . .	...	...
		Jaipur " . . . . .	...	131	103
		Kishengarh Town . . . . .	...	...	...
		Bikanir State	J. B.	61	53
		Jhalawar "	B., B. & C. I. . . . .	...	...
		Sirohi " . . . . .	...	162	103
		Shahpura "	B., B. & C. I.	213	152
		Alwar " . . . . .	...	1	1
N.W. F. Province.	...	Banswara Town . . . . .	...	...	...
		Bharatpur State . . . . .	...	...	...
		Falna . . . . .	...	...	...
		Total			
Baluchistan.	...	Hamirpur-Sidhan (Akhnur Tahsil) . . . . .	...	...	...
		Jammu City	N. W.	612	38
		Jammu Province . . . . .	...	132	13
		Srinagar District . . . . .	...	...	...
Baluchistan.	...	Srinagar City . . . . .	...	...	...
		Abbottabad Town . . . . .	...	...	...
		Hazara District . . . . .	...	...	...
Baluchistan.	...	Peshawar . . . . .	...	...	...
		Total			
		Sonmiani	N. W. . . . .	...	...
Baluchistan.	...	Hirok . . . . .	...	...	...
		Sibi . . . . .	...	...	...
		Total			
GRAND TOTAL				49,848	40,3

(a) Figures from 8th to 14th March 1904.

(b) Figures for week ending 12th March 1904.

(c) Imported.

H. H. RISLEY,
Secretary to the Government of India

WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF
FEBRUARY 1904 OF:

RICE
WHEAT AND FLOUR
BARLEY
JAWAR AND BAJRA
RAGI
KANGNI

MAIZE
GRAM AND PULSE
GHI
SUGAR
SALT
TOBACCO

TURMERIC
GRASS AND STRAW
JAWAR STALKS
BHUSA
SHEEP, GOATS, AND BULLOCKS

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Burma—*												
<i>Tenasserim—</i>												
Mergui	...	...	...	...	35.96	...	...	...	...	...	...	...
Tavoy	...	...	29.23	29.22	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	35.55	28.32	55.65	55.65	...	...	...	...	...	...
<i>Peigu (deltaic)—</i>												
Rangoon	...	...	21.33	21.92	27.12	32	...	...	...	...	...	...
Thonwya	...	...	31.68	29.63	...	...	...	...	...	...	...	...
Bassein	...	...	28.07	27.95	...	...	...	...	...	...	...	...
<i>Peigu (inland)—</i>												
Henzada	...	...	28.19	27	...	...	...	...	...	...	...	...
Toungoo	...	...	26.89	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay	...	...	34.59	34.59	29.09	31.84	...	...	...	...	...	...
Bamo	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku	...	...	38.1	33.17	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaikpyu	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	23.57	33.33	...	...	...	...	...	...	...	...
Assam—												
<i>Brahmaputra—</i>												
Goalpara	12.5	15	26.25	30	...	...	...	...	...	...	...	...
Gauhati	...	...	25	26.25	...	...	...	...	...	...	...	...
Bengal—*												
<i>Eastern—</i>												
Chittagong	...	...	28.75	30	27.5	27.5	25	...	...	27.5	20	...
Dacca	...	...	25	27.5	...	...	...	...	...	...	...	...
<i>Deltaic—</i>												
Midnapur	...	...	25	27.5 to 30	...	...	...	...	...	...	...	...
Calcutta	...	...	42.5		40	32.5	30	...	...	25	23.75	23.75
<i>Central—</i>												
Bardwan	...	...	29.53	31.25	...	...	...	...	...	...	...	...
Fabna	...	...	24.06	29.53	24.22	22.19	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur	...	...	21.43	27.5	33.23	32.5	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack	...	...	18.75	23.12	26.25	28.12	...	...	...	...	...	...
<i>Bihár, south—</i>												
Patna	...	...	25	28.12	25	28.12	...	...	...	14.37	18.75	16.25
<i>Bihár, north—</i>												
Bhágalpur	...	...	28.75	25.94	28.75	28.75	...	...	...	17.5	17.5	...
Muzaffarpur	...	...	25	27.5	25	28.12	...	...	...	14.53	15.62	...
United Provinces:												
<i>(a) AGRA—</i>												
<i>Eastern—</i>												
Benares	15.99	17.92	28.23	28.44	26.51	26.51	32.97	32.34	17.08	18.33	17.08	18.2
<i>Central—</i>												
Cawnpore	18.18	17.76	31.98	29.63	25	25	28.59	29.63	16.3	17.76	15.68	16.1
Jhánsi	20	20	43.23	36.35	27.81	30.36	...	...	13.65	18.18	14.69	15.7
<i>Western—</i>												
Meerut	...	...	50	36.46	24.22	26.51	30.78	32	15.68	17.76	15.36	18.1
Agra	23.59	19.06	47.03	47.03	25	26.67	28.54	31.98	15.68	18.59	15.1	18.2
<i>Submontane, west—</i>												
Shahjánpur	...	18.18	...	33.33	25.78	25	...	...	15.99	14.79	...	16.6
<i>(b) OUDH—</i>												
<i>Southern—</i>												
Lucknow	18.75	18.18	30.73	31.25	25.78	25	31.41	30.73	15.99	15.99	17.13	17.2
<i>Northern—</i>												
Fyzabad	17.5	17.5	37.5	37.5	25.62	25.36	...	...	18.75	17.76	16.87	17.2

* The figures under "Rice, husked" represent the prices of common rice.

The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	40.76	40.76	50	50	...	...	Tenasserim— Mergui Tavoy Moulmein and Amherst
...	...	...	...	...	...	23.88	25.4	25.4	29.63	...	...	Pegu (deltaic)— Rangoon Thongwa Bassein
...	...	...	...	...	...	37.65	28.19	...	...	...	...	Pegu (inland)— Henzada Toungoo
...	...	...	...	...	...	33.86	38.1	45.71	48.12	...	...	Upper Burma— Mandalay Bamo Pakokku
...	...	...	...	...	...	36.99	38.1	...	...	...	...	Arakan— Kyaukpyu Akyab
...	...	...	...	...	...	31.53	24.24	45.39	46.33	...	...	Assam— Brahmaputra— Gauhati
...	...	...	...	...	...	30.05	20	41.29	41.29	...	...	Bengal— Eastern— Chittagong Dacca
...	...	...	...	...	...	31.25	30	40	40	360	310	Deltaic— Midnapur
...	...	...	...	...	...	27.5	28.75	25	27.5	400	400	Calcutta
...	...	...	...	...	...	33.75	23.75 to 27.5	35	35 to 37.5	325	300	Central— Bardwan
...	...	...	...	...	...	22.5	22.5	27.5	27.5	320	300	Pabna
...	...	...	...	...	...	26.56	25.31	35.47	40.78	530	520	Northern— Rangpur
...	...	...	...	20	22.5	26.46	27.5	37.5	37.5	328.85	360	Orissa— Cuttaok
...	...	...	...	...	...	23.28	19.69	21.87	21.56	337.5	318.75	Bihár, south— Patna
...	13.12	...	18.75	15	16.87	17.66	27.5	24.37	280	260	Bihár, north— Bhagalpur Muzaffarpur	
...	14.53	15.94	17.34 18.91	15.62 15.94	21.09 20	18.75 31.87	35 27.5	35	300 290.94	293.44 255.94	United Provinces: (a) AGRA—	
16.67	16.04	...	15	15.88	17.97	16.04	34.9	30.36	325.99	308.8	Eastern— Benares	
15.33 15.59	17.4 17.08	...	14.79 12.5	15.05 ...	17.03 15.88	17.76 18.18	...	...	290.88 304.84	266.67 256.09	Central— Cawnpore Jhansi	
15.99 15.68	21.04 19.48	...	14.82 17.08	19.06 ...	17.76 18.18	21.04 20	30.78 38.07	28.9 33.07	304.74 280.62	278.28 246.15	Western— Meerut Agra	
...	19.06	...	...	15.99	20.21	22.24	...	22.24	320	280	Submontane, west— Shahjahanpur	
17.86	15.99	...	14.63	15.99	20	18.18	...	23.54	300	280	(b) OUDH—	
18.75	...	...	15	...	20	18.28	...	...	340	300	Southern— Lucknow	
												Northern— Fyzabad

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY - *continued*

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BHUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLough BULLOCKS, PER PAIR		DISTRICTS	
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903		
...	Burma—	
...	Tenasserim—	
...	Mergui	
...	Tavoy	
...	Moulmein and Amherst	
...	Pegu (deltaic) —	
...	Rangoon	
...	Thonwya	
...	Bassein	
...	Pegu (inland) —	
...	Henzada	
...	Toungoo	
...	Upper Burma —	
...	Mandalay	
...	Bamo	
...	Pakokku	
...	Arakan —	
...	Kyaukpyu	
...	Akyab	
...	Assam —	
...	Brahmaputra	
...	Gauhati	
...	Bengal —	
...	Eastern —	
...	Chittagong	
...	Dacca	
...	Deltaic —	
...	Midnapur	
...	Calcutta	
...	Central —	
...	Bardwan	
...	Pabna	
...	Northern —	
...	Rangpur	
...	Orissa —	
...	Cuttack	
...	Bihár, south —	
...	Patna	
...	Bihár, north —	
...	Bhagalpur	
...	Muzaffarpur	
...	United Provinces:	
...	(a) AGRA —	
...	Eastern —	
...	Benares	
...	70	70	...	...	...	...	Central —	
...	Cawnpore	
...	Jhansi	
...	60	60	...	...	...	...	Western —	
...	50	40	...	...	...	...	Meerut	
...	and	and	...	...	...	...	Agra	
...	60	60	...	...	30	26.25	Submontane, west —	
...	50	50	...	...	40	40	Shahjahanpur	
...	55	60	...	...	and	and		
...	60	60		
...	40	40	...	...	...	...	(b) OUDH —	
...	Southern —	
...	Lucknow	
...	30	30	Northern —	
...	Fyzabad	

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—continued

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Rajputana—												
<i>Eastern—</i> Ajmer	12.5	12.5	...	...	32.03	36.41	...	...	20	25	16.67	22.19
Panjab—												
<i>Southern—</i> Ferozpur	19.06	16.72	44.37	44.37	22.19	27.5	29.37	33.28	12.97	18.12	12.03	17.34
<i>Central—</i> Lahore	20	24.22	41.04	43.28	22.92	26.25	27.03	28.49	14.82	17.97	12.71	18.33
<i>South-eastern—</i> Delhi . . . . .	...	19.06	38.12	33.33	25.78	27.5	31.35	31.56	14.84	17.4	14.27	19.06
<i>Submontane—</i> Amritsar	21.04	23.54	38.07	39.01	22.55	24.22	25	27.6	...	...	14.79	...
<i>Northern—</i> Rawalpindi	20	22.19	42.08	51.82	23.49	28.59	26.67	30.62	15.99	20.78	15.99	15.94
<i>Western—</i> Multan	17.34	19.06	30.78	30.73	27.55	30.73	34.01	34.63	15.99	21.04	15.36	19.06
Sind and Baluchistan—												
Karachi . . . . .	...	...	35	36.87	...	31.87	...	...	...	22.86	...	...
Shikarpur . . . . .	...	...	37.19	...	26.87	27.19	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	28.75 to 31.87	34.06 to 35.94	57.5	57.5	22.5 to 28.75	28.12	18.75	22.5
Bombay—												
<i>Deccan and Karnatak—</i>												
Dharwar . . . . .	...	...	27.71	...	29.84	...	...	...	...	...	11.77	14.9
Sholapur . . . . .	...	...	...	...	36.25	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	25.31 35.21	36.82	...	...	...	...	...
<i>Khandesh and N.E. Deccan—</i>												
Ahmednagar . . . . .	...	...	...	...	...	35.21	...	...	...	...	19.95	18.12
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	35.31	...	...	...	...	21.25	18.91
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces—(a)												
<i>Western—</i> Nagpur . . . . .	...	...	31	34	26	29	33.25	40	...	...	18.5	21
<i>Central—</i> Jubbulpore . . . . .	...	...	29.62	34.75	27.62	27.62	32.62	34.75	...	...	14.75	15.37
<i>Eastern—</i> Raipur . . . . .	...	...	22.5	31	22	24	28	30	...	...	14.25	...
Berar—												
Basim . . . . .	...	...	...	...	30.37	38.37	...	...	...	...	18.25	20
Akola . . . . .	...	...	60	75	45	45.75	50	50	...	...	26	22.87
Ellichpur . . . . .	...	...	61.5	61.5	34.75	40	44.37	47	...	...	22.87	24.25
Amravati . . . . .	...	...	37.5	45	32.5	37.5	38	43.5	...	...	18.75	23.75
Madras—												
<i>South, central—</i>												18.7
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary	20.5	18.9	...	...	...	...	...	...	...	...	15.5	14
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	15.3	12.1
Kannur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras	19.9	21.5	35.8	39	...	...	...	...	...	...	...	...
Tanjore	20.9	21.6	35.8	30.3	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	15.1	16
Mysore—												
Mysore	24.2	21.18	31.07	32.94	39.19	48.76	48	48	...	...	10.98	14.59
Bangalore	15.67	19.59	35.78	37.66	35.02	42.44	56.95	56.95	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or *chanval*.

SUPPLEMENT TO THE GAZETTE OF INDIA, MARCH 26, 1904.

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(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
22.19	25	...	...	17.34	21.04	24.06	26.56	...	...	320	255.99	Rajputana—
												Eastern— Ajmer
												Panjab—
14.84	19.06	...	...	12.03	15.94	14.22	18.12	40	40	315	285	Southern— Ferozpur
15.68	20.78	...	...	13.33	18.33	15.26	19.79	37.24	37.24	336.87	298.02	Central— Lahore
17.4	21.04	...	...	14.79	19.06	17.4	22.19	33.33	30.78	328.12	290	South-eastern— Delhi
...	...	...	...	13.8	17.19	14.53	19.27	...	...	...	...	Submontane— Amritsar
18.33	23.12	...	...	15.99	20.31	17.19	22.19	34.79	30	290.88	266.67	Northern— Ráwálpindi
18.18	22.86	...	...	16.72	18.18	17.34	24.22	...	...	336.82	290.88	Western— Multan
												Sind and Baluchistan—
...	...	...	...	...	...	...	25.62	42.5	...	340	...	Karachi
...	...	...	...	...	...	17.97	...	...	...	329.37	300	Shikárpur
...	...	...	...	21.25	24.37 to 26.25	...	...	40	41.25	337.5 to 367.5	300 to 335	Quetta
												Bombay—
17.03	...	...	...	...	...	...	...	...	...	...	...	Deccan and Karnátká— Dharwar Sholapur Poona
16.82	...	...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmednagar Dhulia
...	18.02	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat Ahmadabad
												Central Provinces—
...	...	...	...	...	...	22	26	34	39	350	317	Western— Nagpur
...	...	...	...	...	...	18	21.62	33.25	34.75	280	260	Central— Jubbulpore
...	...	...	...	...	...	22.5	24	32	32	265	250	Eastern— Raipur
												Berar—
...	25	...	...	...	...	27.5	29	45	41.62	333.25	295.25	Básim
...	25	...	...	...	...	25.75	30.75	40	44.37	290.57	266.65	Ákola
...	25	...	...	...	...	25	27.5	31.25	35.75	322.5	300	Ellíchpur
												Amríoti
												Madras—
...	15.6	14.6	15.9	...	...	...	39.2	26.9	26.9	308.2	326	South, central— Coimbatore Salem
13.2	12.7	...	...	...	...	...	30.8	...	22	349.2	285.7	Central— Bellary Cuddapah
...	...	...	...	...	...	...	...	...	...	263.2	263.2	Karnul
...	...	15.6	17.9	...	...	...	...	29.7	22.1	...	...	East Coast, central— Nellore
...	...	...	...	...	...	29.1	30.4	...	...	296.3	329.2	East Coast, South— Madras
...	...	13.5	17.1	...	...	...	...	...	...	...	...	Tanjore
20.9	19.9	...	...	...	...	...	...	25.4	25.6	...	...	Trichinopoly
...	...	14.87	15.67	...	...	12.59	13.67	76.8	54.87	309.75	398.48	Southern— Madura
...	...	12.1	14.69	...	...	15.67	13.17	54.85	51.43	342.85	325.72	Mysore— Bangalore

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—concluded

DISTRICTS	SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Rajputana—												
<i>Eastern—</i>												
Ajmer	50	50	...	...	...	...	...	...	5	5	333	333
Panjab—												
<i>Southern—</i>												
Ferozpur	40	40	...	...	80	80	57.19	100	3.28	3.28	5	5
<i>Central—</i>												
Lahore	37.24	40	...	...	50	57.19	66.67	78.07	8.02	12.5	6.09	8.91
<i>South-eastern—</i>												
Delhi	32.03	30.78	...	...	61.56	80	66.67	80	6.67	5	5.31	3.75
<i>Submontane—</i>												
Amritsar	36.35	35.57	...	...	...	...	...	...	...	...	5	8.91
<i>Northern—</i>												
Káwalpindi	36.35	40	...	...	...	...	66.67	60	13.33	10	10	8.12
<i>Western—</i>												
Multan	44.43	43.23	...	...	80	80	66.67	80	4.01	7.97	5.31	10
Sind and Baluchistan—												
Karachi . . . . .	...	64.06	...	...	...	...	...	...	...	...	...	...
Shikárpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay—												
<i>Deccan and Karnátkak—</i>												
Dharwar	44.01	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona	47.81	48.23	...	...	...	...	...	...	...	...	...	...
<i>Khandesh and N.-E. Deccan—</i>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces—												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jubbulpore . . . . .	...	...	33.25	39	66.62	80	57	57	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	30	40	130	140	50	60	...	...	...	...
Berar—												
Básim . . . . .	...	...	52.37	33.25	...	127.25	123.75	57	66.62	4	...	...
Akola . . . . .	...	...	61.54	37	...	133.25	160	61.5	61.5	10	...	...
Ellichpur . . . . .	...	...	40	30	...	150	150	46	60	4.5	10.29	...
Amráoti . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras—												
<i>South, central—</i>												
Coimbatore . . . . .	...	32	...	...	...	111.8	111.8	30.8	31.7	...	...	69
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	69
<i>Central—</i>												
Bellary . . . . .	...	35.7	...	...	...	...	...	28	24.6	...	...	...
Cuddapah . . . . .	...	...	...	...	...	49.4	49.4	41.1	25.1	...	...	...
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.1
<i>East Coast, south—</i>												
Madras	60.1	41.1	...	...	123.4	123.4	32.1	31.3	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	82.4	113.1	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>southern—</i>												
Madura . . . . .	...	...	...	...	...	100.8	106.8	...	...	...	4.3	4.3
Mysore—												
Mysore	40.48	38.6	...	...	260.28	274.28	68.57	68.57	5	5	4.86	4.86
Bangalore	51.43	40.71	308.45	308.57	34.29	40.71	7.61	9.1	7.61	7.61

SUPPLEMENT TO THE GAZETTE OF INDIA, MARCH 26, 1904.

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(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BHUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOUGH BULLOCKS, PER PAIR		DISTRICTS	
1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
25	3.33	...	...	140	140	...	...	80	80		Rajputana— Eastern— Ajmer
28	3.28	...	...	50	50	...	...	75	75		Panjab— Southern— Ferozpur.
62	5	...	...	100	100	...	...	112.5	112.5		Central— Lahore
62	5	...	...	80	70	...	...	120	120		South-eastern— Delhi
...	...	...	...	...	...	...	...	...	...		Submontane— Amritsar
91	8.12	...	...	70	70	...	...	80	80		Northern— Rawalpindi
401	7.97	...	...	50	50	...	...	70	70		Western— Multan
...	...	...	...	...	...	...	...	...	...		Sind and Baluchistan— Karachi Shikarpur
...	...	8.12	14.37	40 to 140	40 to 140	...	...	...	...		Quetta
...	...	...	...	...	...	...	...	...	...		Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...		Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	...	...	...	...	...	...	...	...	...		Gujarat— Surat Ahmadabad
...	...	...	...	60	60	...	...	100	100		Central Provinces— Western— Nagpur
...	...	...	...	55	55	...	...	35	35		Central— Jubbulpore
...	...	...	...	...	...	...	...	40	...		Eastern— Raipur
...	...	...	...	60	60	...	...	100	100		Berar— Básim Akola Ellichpur Amráoti
4	...	...	...	60	65	...	...	80	80		Madras— South, central— Coimbatore Salem
...	...	...	...	65	65	...	...	150	150		Central— Bellary Cuddapah Kurnul
...	...	...	...	...	...	...	...	...	...		East Coast, central— Nellore
...	...	...	...	52.5	65	52.5	65	...	...		East Coast, south— Madras Tanjore Trichinopoly
...	...	...	...	80	80	80	80	100	100		Southern— Madura
25	...	...	...	...	...	...	...	...	...		Mysore— Mysore
...	...	...	...	100	100	...	...	70	70		Bangalore
...	...	...	...	160	140	...	...	120 to 150	120 to 150		

J. A. ROBERTSON
Offg. Director-General of Statistics

E. N. BAKER,
Secretary to the Government of India

Calcutta, March 25, 1904

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904 (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Burma—												
Tenasserim—												
Mergui . . .	...	...	...	...	12 8	12 8	10 6	10 6	...	...	...	...
Tavoy . . .	6 13	6 13	...	...	8 7	8 7	9 —	9 —	...	...	...	...
Mouimein and Amherst . . .												
Pegu (deltaic)—												
Pegu . . .	13 12	13 12	...	...	9 3	9 3	10 4	10 4	...	...	...	...
Rangoon . . .	...	...	...	...	16 —	16 —	17 4	17 4	...	...	...	...
Thongwa . . .	...	...	...	...	10 11	10 11	11 9	11 9	...	...	...	...
Basein . . .	...	...	...	...	11 6	11 6	13 9	13 9	...	...	...	...
Pegu (inland)—												
Tharawadi . . .	...	...	...	...	10 —	10 —	10 12	10 12	...	...	...	...
Henzada . . .	...	...	...	...	10 6	10 6	13 13	13 13	...	...	...	...
Prome . . .	...	...	...	...	12 4	12 4	15 9	15 9	...	...	...	...
Toungoo . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...
Thayetmyo . . .	...	...	...	...	10 —	10 —	13 12	13 12	...	...	...	...
Upper Burma—												
Mandalay . . .	12 14	10 8	...	...	10 15	10 9	11 6	11 13	...	...	...	...
Bamo . . .	...	...	...	...	8 —	8 —	9 12	9 12	...	...	...	...
Pakokku . . .	...	...	...	...	9 2	9 2	9 13	9 13	...	...	...	...
Meiktila . . .	...	...	...	...	12 13	12 12	13 5	14 —	28 —	33 12	...	...
Arakan—												
Sandoway . . .	...	...	...	...	16 12	17 8	22 1	21 —	...	...	...	...
Kyaukpyu . . .	...	...	...	...	14 9	14 9	15 9	15 9	...	...	...	...
Akyab . . .	...	...	...	...	12 —	12 —	13 —	13 —	...	...	...	...
Assam—												
Surma—												
Sylhet . . .	9 4	10 —	...	...	9 —	9 —	19 8	17 8	...	...	...	...
Cachar . . .	...	...	...	...	11 8	12 12	19 —	19 2	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills . . .	7 —	7 —	...	...	5 —	5 —	10 —	10 —	...	...	...	...
Garo Hills . . .	...	...	...	...	4 —	4 —	14 —	15 —	...	...	...	...
Manipur . . .	...	...	...	...	24 —	23 8	29 —	27 —	...	...	...	...
Naga Hills . . .	...	...	...	...	14 8	14 8	16 —	16 —	...	...	...	...
Lushai Hills . . .	...	...	...	...	4 4	4 4	6 8	6 8	...	...	...	...
Brahmaputra—												
Goalpara . . .	17 —	17 —	...	...	5 8	5 8	16 —	16 —	...	...	...	...
Kamrup . . .	10 —	10 —	...	...	9 8	9 8	16 —	16 —	...	...	...	...
Darrang . . .	9 —	9 —	...	...	10 —	9 —	18 —	18 —	...	...	...	...
Nowrang . . .	...	...	...	...	9 —	8 —	16 —	16 —	...	...	...	...
Sibsagar . . .	...	...	...	...	6 —	6 —	14 —	14 —	...	...	...	...
Lakhimpur . . .	10 —	9 —	...	...	6 8	6 8	12 —	12 —	...	...	...	...
Bengal—												
Eastern—												
Backerganj . . .	...	...	...	...	...	...	...	15 —	15 —	...	...	...
Noakhali . . .	...	...	...	...	...	...	...	15 —	16 —	...	...	...
Chittagong . . .	...	...	...	...	...	...	...	13 14	14 —	...	...	...
Tippera . . .	...	...	...	...	...	...	...	14 14	14 14	...	...	...
Dacca . . .	14 —	14 —	14 —	14 —	...	...	...	16 —	16 —	...	...	...
Maimensingh . . .	11 8	11 8	11 —	11 —	...	...	...	15 —	16 —	...	...	...
Deltaic—												
Khulna . . .	...	...	...	...	...	...	...	16 2	16 —	...	...	...
24 Parganas . . .	...	...	...	...	...	...	...	12 —	12 —	...	...	...
Midnapur . . .	12 —	11 8	...	...	...	...	...	16 —	16 —	...	...	...
Howrah . . .	13 4	13 —	20 —	20 —	...	...	...	11 8	11 7	...	...	16 —
Calcutta . . .	11 —	12 4	14 8	14 8	...	...	...	9 6	9 10	16 —	16 —	14 —
Hooghly . . .	12 10	12 10	...	...	...	...	...	10 —	10 —	...	...	...
Nadia (Krishnagarh) . . .	17 —	16 —	19 8	20 —	...	...	...	12 8	12 7	...	...	...
Jessore . . .	10 8	10 —	10 12	11 4	...	...	...	16 —	16 —	...	...	...
Faridpur . . .	15 12	16 —	...	...	...	...	...	15 10	16 —	...	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer aristatum</i>)		MAIZE (<i>Zea Mays</i>)		ARBHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)		SALT		DISTRICTS
Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	18 14	18 14	Burma—
...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	15 15	Tenasserim—
...	9 5	9 5	...	...	14 12	14 12	17 —	17 —	15 15	Mergui
...	15 12	15 12	...	...	8 2	8 8	15 12	15 12	16 2	Tavoy
...	9 13	9 13	...	...	8 2	8 2	12 8	12 8	16 2	Moulmein and Amherst
...	8 8	8 8	...	...	8 10	8 10	15 1	15 1	16 2	Pegu (deltaic) —
...	9 14	...	...	...	7 1	7 1	11 10	11 10	16 2	Pegu
...	9 14	...	...	...	7 9	7 9	10 15	10 15	16 2	Rangoon
...	10 8	10 8	...	...	8 2	8 2	10 15	10 15	16 2	Thonwya
...	15 1	12 12	18 13	...	8 10	8 10	11 10	11 10	16 2	Bassein
...	12 6	12 6	...	...	8 10	8 3	14 4	14 4	14 4	Pegu (inland) —
...	6 3	6 3	...	...	7 1	7 1	14 8	14 8	14 8	Tharawadi
...	12 —	12 —	...	...	7 9	7 9	12 6	12 6	12 6	Henzada
...	13 —	10 2	18 11	18 11	8 12	7 14	14 3	14 3	14 3	Prome
...	10 —	10 —	...	...	7 —	7 —	14 —	14 —	14 —	Toungoo
...	10 —	10 —	...	...	18 10	18 10	18 10	18 10	18 10	Thayetmyo
...	13 —	14 —	...	...	10 —	9 8	12 8	12 8	12 8	Upper Burma —
...	12 5	13 —	...	...	9 14	9 7	12 8	12 8	12 8	Mandalay
...	9 8	9 8	13 —	13 —	6 —	6 —	12 6	12 6	12 6	Bamo
...	8 —	8 —	...	...	5 8	5 8	14 3	14 3	14 3	Pakokku
...	8 —	8 —	...	...	6 8	6 8	14 —	14 —	14 —	Meiktila
...	6 —	6 —	...	...	7 —	7 —	18 10	18 10	18 10	Arakan —
...	14 8	14 8	...	...	11 —	11 —	18 —	18 —	18 —	Sandoway
...	13 —	13 —	...	...	10 —	10 —	14 —	14 —	14 —	Kyaukpyu
...	13 —	13 —	...	...	10 —	10 —	10 10	10 10	10 10	Akyab
...	10 —	11 —	...	...	8 —	8 8	12 —	12 —	12 —	Assam —
...	11 —	11 —	...	...	9 —	9 —	12 —	12 —	12 —	Surma —
...	12 —	12 —	...	...	5 4	5 4	12 8	12 8	12 8	Sylhet
...	9 8	9 8	13 —	13 —	6 —	6 —	12 8	12 8	12 8	Cachar
...	8 —	8 —	...	...	5 8	5 8	12 —	12 —	12 —	Hill tracts —
...	8 —	8 —	...	...	6 8	6 8	11 —	11 —	11 —	Khâsi and Jaintia Hills
...	8 —	8 —	...	...	7 —	7 —	11 —	11 —	11 —	Gâro Hills
...	6 —	6 —	...	...	5 4	5 4	11 —	11 —	11 —	Manipur
...	14 8	14 8	...	...	11 —	11 —	10 —	10 —	10 —	Nâgâ Hills
...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	10 —	Lushai Hills
...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	10 —	Brahmaputra —
...	10 —	11 —	...	...	8 —	8 8	12 —	12 —	12 —	Goalpara
...	11 —	11 —	...	...	9 —	9 —	11 —	11 —	11 —	Kâmrâp
...	12 —	12 —	...	...	9 —	9 —	10 —	10 —	10 —	Darrang
...	14 8	14 8	...	...	11 —	11 —	10 —	10 —	10 —	Nowong
...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	10 —	Sibsagar
...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	10 —	Lakhimpur
...	13 4	13 4	...	...	14 —	14 —	12 —	12 —	12 —	Bengal —
...	13 4	13 4	...	...	10 —	10 —	13 —	13 —	13 —	Eastern —
...	12 —	12 —	...	...	...	...	13 —	13 —	13 —	Backerganj
...	13 —	13 —	...	...	10 —	10 —	14 —	14 —	14 —	Noakhali
...	10 10	10 10	10 10	Chittagong
...	15 —	14 —	...	...	14 —	14 —	12 12	12 12	12 12	Tippera
...	13 4	13 4	...	...	10 —	10 —	12 12	12 12	12 12	Dacca
...	12 5	12 5	...	...	9 2	9 2	13 5	13 5	13 5	Maimensingh
...	15 —	15 —	...	...	11 —	11 —	12 5	12 5	12 5	24-Parganas
...	11 8	12 12	...	...	12 4	10 —	11 8	11 8	11 8	Midnapur
...	16 4	16 4	21 —	21 —	11 2	11 2	12 14	12 14	12 14	Howrah
8 —	8 —	13 —	14 —	17 —	17 —	8 10	8 10	11 —	11 —	11 —	Calcutta	
...	...	13 8	13 8	...	...	10 8	10 8	13 —	13 —	13 —	Hooghly	
...	...	18 —	17 8	...	...	9 8	...	13 5	13 5	13 5	Nadia (Krishnagarh)	
...	...	16 —	16 —	...	...	20 —	20 —	12 —	12 —	12 —	Jessore	
...	...	9 —	8 8	...	...	8 —	8 8	12 —	12 —	12 —	Faridpur	

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures)

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Bengal—continued												
Central—												
Bankura	13	—	13	4	...	...	...	...	15	—	14	—
Bardwan	12	4	12	5	...	...	...	...	13	8	13	4
Birbhum	12	—	12	8	18	—	18	—	12	12	13	8
Murshidabad	13	—	12	8	...	...	...	...	13	—	13	—
Santahal Parganas	11	8	11	—	...	...	...	...	12	8	14	—
Pabna	16	8	16	8	26	—	26	—	16	8	16	8
Bogra	14	1	14	1	...	...	...	...	17	4	17	4
Rajshahi	12	—	12	—	16	8	16	8	15	—	14	4
Malda	14	—	14	—	...	...	...	...	14	8	14	8
Northern—												
Rangpur	11	4	11	4	...	...	...	...	14	10	14	10
Dinajpur	15	9	13	—	...	...	...	...	15	9	15	—
Jalpaiguri	11	—	11	—	...	...	...	...	14	—	14	—
Hills—												
Darjeeling	...	...	...	...	...	...	...	...	13	—	12	8
Orissa—												
Puri	11	13	11	3	...	...	...	...	19	11	19	11
Cuttack	14	7	14	7	...	...	...	...	19	11	19	11
Balasore	11	6	11	6	...	...	...	...	18	—	18	—
Chota Nagpur—									19	—	19	—
Singhbhum	12	—	12	—	...	...	...	...	15	—	15	—
Mánbhumi	13	—	13	—	16	—	24	—	13	—	13	—
Ránchi	9	4	8	12	...	...	...	...	14	8	14	—
Palámanu	14	—	13	—	12	—	11	—	14	—	14	—
Házáríbágh	13	8	14	10	21	15	20	4	13	8	13	8
Bihár, south—									13	4	12	12
Monghyr	16	—	17	—	22	9	20	8	13	—	12	—
Gaya	13	5	14	1	22	9	20	8	13	1	13	1
Patna	16	—	17	—	27	—	27	—	16	—	15	12
Shahabad	16	—	16	—	24	—	24	—	14	8	14	8
Bihár, north—									17	—	17	—
Purnea	13	—	13	—	...	...	...	...	15	—	15	—
Bhágalpur	13	14	13	14	22	12	25	4	13	14	13	14
Darbhanga	16	8	18	11	30	12	34	4	16	8	16	8
Muzaffarpur	15	—	15	—	27	—	27	—	15	—	15	—
Sáran	16	—	16	—	25	—	25	—	16	—	16	—
Champáran	16	—	16	—	31	—	30	—	17	—	17	—
United Provinces:												
(a) Agra—												
Eastern—												
Mirzapur	15	—	14	—	21	—	21	—	6	—	6	—
Benares	14	6	14	10	22	4	21	11	8	1	7	18
Ghazipur	14	5	15	1	24	8	24	8	7	4	7	4
Jaunpur	17	—	17	—	24	—	24	—	6	—	6	—
Allahabad	14	—	14	8	22	—	22	—	6	—	6	—
Central—												
Bánda	15	8	15	8	18	—	18	—	5	4	5	4
Fatehpur	16	—	16	—	21	—	21	—	10	—	10	—
Hamirpur	16	8	15	8	18	6	18	6	6	—	6	—
Jalaun	16	—	16	—	20	—	20	—	7	—	7	—
Cawnpore	15	8	16	4	24	—	24	—	...	...	11	12
Jhansi	14	2	14	4	28	—	30	—	7	12	7	12
Etawah	16	8	16	12	17	—	22	4	5	—	5	—
Farukhabad	17	1	16	11	21	13	21	13	5	7	5	7
Mainpuri	17	—	17	2	20	8	21	—	...	...	12	—
Etah	17	8	17	—	24	—	23	—	5	—	9	—
Western—									11	—	11	—
Meerut	16	—	15	8	24	8	23	8	4	—	4	—
Agra	15	—	15	—	25	—	25	—	8	—	8	—
Muttra	16	—	16	—	27	—	27	—	7	—	7	—
Aligarh	17	—	17	—	24	8	25	—	5	—	5	—
Bulandshahr	17	8	17	—	24	—	23	—	5	—	9	—
Submontane, east—												
Ballia	14	—	15	4	24	—	25	—	6	4	6	4
Azamgarh	15	—	15	4	22	6	23	4	8	8	8	8
Gorakhpur	16	8	16	6	24	4	23	7	12	2	12	1
Basti	15	10	15	—	24	8	24	8	8	8	8	8

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR BAGI (Eleusine coracana)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ABHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)		SALT		DISTRICTS
Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
..	16 —	14 —	..	..	11 —	11 —	13 —	13 4	Bengal—continued
..	15 12	15 —	..	..	11 4	10 8	13 8	14 —	Central—
..	15 12	15 12	..	..	15 —	16 —	12 —	12 —	Bankura
..	17 —	16 —	..	..	12 8	12 8	12 —	11 8	Bardwan
..	15 —	16 —	20 —	20 —	20 —	20 —	11 —	11 8	Birbhum
..	15 —	15 —	..	..	11 14	10 8	12 —	12 —	Murshidabad
..	15 12	15 12	..	..	17 4	15 12	12 12	12 12	Sauthal Parganas
..	18 12	18 12	..	..	12 12	12 12	12 12	12 12	Pabna
..	17 —	17 —	..	28 —	12 —	12 —	12 —	12 —	Bogra
..	14 10	14 6	18 —	18 —	9 —	9 —	12 1½	12 1½	Rajshahi
..	15 9	17 —	..	..	12 —	11 —	13 —	13 —	Malda
..	14 —	14 —	..	..	9 4	9 4	12 —	12 —	Northern—
..	14 10	14 6	18 —	18 —	9 —	9 —	12 1½	12 1½	Rangpur
..	15 9	17 —	..	..	12 —	11 —	13 —	13 —	Dinajpur
..	14 —	14 —	..	..	9 4	9 4	12 —	12 —	Jalpaiguri
13 —	13 —	..	..	13 —	13 —	18 —	18 —	6 8	6 8	10 —	10 —	Hills—
..	15 12	15 12	..	..	9 13	9 13	16 —	16 —	Darjeeling
..	16 6*	17 1*	..	..	16 6	14 7	15 —	15 —	Orissa—
..	14 —	14 —	..	..	10 —	10 —	13 —	13 —	Puri
..	13 —	13 —	18 —	20 —	10 —	10 —	11 —	11 —	Cuttack
..	16 —	15 —	22 —	22 —	11 —	11 —	12 —	12 —	Balasore
..	13 —	13 —	18 —	20 —	10 —	10 —	11 —	11 —	Chota Nagpur—
..	16 —	15 —	22 —	22 —	11 —	11 —	12 —	12 —	Singhbhum
..	16 —	16 —	24 —	23 —	8 —	7 8	11 —	11 —	Mánbhumi
..	20 4	20 4	25 5	25 5	8 8	8 8	11 —	11 —	Ránchi
..	27 8	..	..	16 8	17 12	22 —	22 —	11 4	12 6	12 8	12 6	Palámanu
..	21 —	20 —	21 —	21 —	10 —	10 —	10 8	10 8	Hazáribágh
..	20 8	21 8	23 9	22 9	11 12	11 8	13 2	13 2	Bihár, south—
..	19 —	19 —	22 12	21 8	11 6	11 6	12 10	12 10	Monghyr
..	19 —	19 —	25 —	25 —	13 4	12 1	13 4	13 4	Gaya
..	19 12	19 12	27 8	29 —	12 —	12 8	12 4	12 8	Patna
..	19 —	19 —	28 —	28 —	12 —	12 8	12 4	12 8	Shahabad
..	21 —	23 —	26 —	27 —	14 —	13 —	13 —	13 —	Bihár, north—
..	19 —	19 —	22 12	21 8	10 —	9 8	11 —	11 —	Purnea
..	19 12	19 12	27 8	29 —	13 4	12 1	13 4	13 4	Bhágalpur
..	19 —	19 —	28 —	28 —	12 —	12 8	12 4	12 8	Darbhanga
..	21 —	23 —	26 —	27 —	14 —	14 —	12 8	12 12	Muzaffarpur
..	22 —	23 —	29 8	30 —	17 —	17 8	12 8	12 8	Sáran
..	22 —	23 —	29 8	30 —	17 —	17 8	12 8	12 8	Champáras
United Provinces:												
(a) AGRA—												
..	15 —	15 8	18 8	20 —	25 —	24 8	11 —†	11 —†	12 —	12 —	12 —	Eastern—
..	19 8	19 —	21 6	21 11	26 —	26 —	10 7½†	10 12†	11 14	11 14	11 14	Mirzapur
..	14 4	14 6	20 4	20 8	..	..	11 4†	12 4	11 2	11 2	11 2	Bonares
..	18 —	18 —	25 —	25 —	12 —†	12 —†	12 11	12 11	12 11	Ghazipur
..	20 —	20 —	21 —	21 —	..	..	9 —†	9 —	12 —	12 —	12 —	Jaunpur
..	22 —	22 —	..	..	10 —	10 —	10 —	10 —	Allahabad
..	20 —	19 —	..	..	10 8†	10 8	12 —	12 —	Central—
..	23 —	23 —	..	..	10 —†	10 —†	12 —	12 —	Bánda
..	25 —	24 —	..	..	10 —†	10 —†	11 8	11 8	Fatehpur
..	18 —	18 —	26 8	26 8	10 —†	10 —†	10 —	10 —	Hamirpur
..	23 —	23 —	..	..	12 —	12 —	14 —	14 —	Jalaun
..	25 —	24 —	..	..	12 —	12 —	14 —	14 —	Cawnpore
..	18 —	18 —	23 —	26 8	12 —	12 —	13 —	13 —	Jhansi
..	26 —	25 —	..	..	12 —	12 —	13 —	13 —	Etáwah
..	16 —	16 —	23 8	25 8	12 —	13 —†	13 4	13 4	Farukhabad
..	19 1	17 11	24 8	24 8	9 9†	9 9†	13 10	13 10	Mainpuri
..	20 8	20 8	22 8	24 8	11 8†	11 8†	12 8	12 8	Etah
..	19 8	19 —	30 —	28 —	10 —†	10 —†	13 8	13 8	Western—
..	21 —	21 —	21 —	26 —	12 —	12 —	13 8	13 8	Meerut
..	21 —	21 —	23 —	23 —	10 —†	10 —†	14 —	14 —	Agra
..	15 —	15 —	21 —	21 —	12 —†	12 —†	14 4	14 4	Muttra
..	20 —	19 —	20 —	19 —	12 8	12 8	14 —	14 —	Aligarh
..	13 —	14 —	20 8	21 —	12 12†	14 —†	11 —	11 4	Bulandshahr
..	12 8	12 8	15 12	17 2	24 8	23 12	11 10	10 10	Submontane, east—
..	18 14	18 14	19 12	18 14	24 5	24 6	12 6†	11 9	Ballia
..	25 —	14 8	14 8	19 12	20 —	28 —	11 12	11 8	Azamgarh
..	14 8	14 8	19 12	20 —	28 —	11 12	12 —	11 9	Gorakhpur
..	12 8	12 8	15 12	17 2	24 8	23 12	11 10	10 10	Basti

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR GUMBU (<i>Pennisetum typhoideum</i>)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
United Provinces—continued												
(a) AGRA—continued												
<i>Submontane, west—</i>												
Shahjahanpur	15 8	16 —	25 —	26 —	8 8	9 —	10 8	10 8	22 —	24 —	22 —	25 —
Budann	16 10	16 2	23 12	21 4	5 —	5 —	10 12	10 12	22 8	22 8	23 8	23 —
Filibit	15 8	15 8	23 4	23 4	5 —	5 —	14 4	14 4	26 —	26 4	25 —	25 —
Bareli	15 15	15 15	25 —	25 —	7 3	7 3	11 14	11 14	26 4	27 8	24 6	24 1
Moradabad	16 10	17 4	25 8	25 8	5 —	5 —	10 12	10 12	29 14	31 4	29 12	27 12
Bijnor	15 12	15 4	27 —	25 —	4 8	4 8	11 4	11 8	...	...	25 4	25 —
Muzaffarnagar	16 4	17 1	27 8	27 8	10 4	10 —	11 9	11 9	26 15	25 14	27 12	25 14
Saharanpur	16 1	16 10	25 13	25 13	3 11	3 11	9 11	9 11	24 11	24 11	30 1	30 1
Dehra-Dún	16 —	15 —	23 —	22 —	5 8	5 8	9 —	9 —	24 —	24 —	28 —	27 —
<i>Hills—</i>												
Naini Tal	12 —	12 —	16 —	16 —	4 —	4 —	8 —	8 —	...	...	16 —	16 —
Almora	15 —	15 —	16 8	16 8	4 —	4 —	11 —	11 —	...	...	...	...
Garhwāl	10 —	10 —	13 —	13 —	5 —	5 —	7 8	9 —	...	...	...	...
(b) OUDH—												
<i>Southern—</i>												
Partabgarh	16 —	16 —	20 —	21 —	8 —	8 —	12 8	13 8	23 —	22 —	21 —	22 —
Sultanganj	16 8	16 12	22 —	21 8	6 —	6 8	14 —	14 —	...	...	22 —	...
Rae-Bareli	16 —	17 —	24 —	24 —	5 8	5 8	14 8	14 8	22 —	23 —	26 —	26 —
Unao	16 8	16 —	22 —	22 —	6 —	6 —	11 —	11 —	23 —	23 —	23 —	22 —
Lucknow	15 8	16 —	25 —	24 —	5 —	5 —	12 8	12 —	24 —	22 —	23 —	22 —
Hardoi	16 —	16 —	25 —	26 —	...	...	10 —	10 —	23 —	23 —	23 —	24 —
<i>Northern—</i>												
Fyzabad	15 12	15 12	24 —	22 8	...	...	10 —	10 —	24 —	24 —	21 —	21 —
Barabanki	15 —	15 8	20 —	20 —	6 —	6 —	11 —	11 —	19 —	22 —	20 —	25 —
Gonda	16 4	16 4	24 8	25 —	...	...	12 8	12 8	28 —	28 —	20 —	22 —
Bahraich	17 8	18 —	33 —	34 —	7 —	7 —	14 4	14 4	32 —	33 —	27 8	27 —
Sitapur	16 —	17 —	27 —	28 —	5 —	5 —	10 —	10 —	27 —	30 —	27 —	28 —
Kheri	16 12	16 12	23 —	28 —	6 —	6 —	12 —	12 —	29 —	29 —	26 —	26 —
Rajputana—												
<i>Eastern—</i>												
Partabgarh	11 13	12 15	37 —	38 12	4 5	4 3	8 2	9 13	37 2	36 3	...	...
Bānswārā	20 —	21 —	24 —	24 —	7 —	7 —	14 —	12 —	...	...	...	...
Mewar (Udaipur)	12 3	11 15	28 14	27 14	7 —	7 2	7 3	7 9	32 2	31 15	17 10	17 8
Hilly Tracts of Mewar (Dungarpur)	15 10	21 —	39 8	37 8	9 12	8 6	13 8	13 9	...	...	...	...
Sirohi	13 8	13 —	20 —	20 —	5 4	5 4	7 8	7 8	16 —	16 —	16 —	16 —
Erinpura	14 1	14 —	22 4	21 8	6 —	6 4	8 —	8 —	23 —	22 —	20 7	20 —
Ajmer	13 2	13 2	21 —	21 —	6 —	6 —	8 —	8 —	26 —	26 —	20 —	20 —
Abu	13 14	13 9	19 5	19 —	5 14	5 14	8 2	8 2	20 11	20 11	15 3	15 3
Kishangarh	14 —	14 —	23 —	24 —	6 —	6 —	10 —	10 —	29 —	29 —	24 —	22 —
Bundi	15 —	16 4	52 —	48 4	8 —	8 —	10 8	10 8	57 12	57 13	23 2	20 —
Kotah	15 —	17 8	40 —	40 —	8 —	8 —	10 —	9 —	39 —	39 —	20 —	20 —
Jhalawar	13 4	13 4	26 10	26 10	6 10	6 10	8 14	8 14	30 12	29 12	20 —	20 —
Tonk	12 4	12 10	31 9	31 3	4 13	4 14	6 —	6 1	40 5	39 —	42 4	38 2
Jaipur	14 11	14 2	24 14	24 7	5 15	5 14	7 1	6 15	30 7	28 14	24 9	24 3
Karauli	16 15	16 14	28 2	28 2	10 15	10 15	11 4	11 4	31 4	31 4	26 14	26 14
Dholpur	16 8	16 13	24 4	24 114	8 8	7 8	9 8	9 2	29 12	31 54	30 15	30 15
Bharatpur	17 9	17 9	28 4	28 4	5 —	5 —	7 —	7 —	30 4	30 4	29 4	28 12
Alwar	14 6	14 6	23 4	23 4	8 —	8 —	8 7	8 7	26 —	26 —	23 3	23 3
Deoli	13 —	14 8	30 12	30 4	5 —	5 —	6 —	6 —	36 4	36 4	29 —	29 —
Nasirabad	14 —	13 8	...	...	8 —	8 —	9 —	9 —	29 —	29 —	21 —	21 —
Bālmer	14 —	13 8	...	...	6 —	6 —	8 —	8 —	20 —	20 4	17 12	18 —
Anādra	14 4	14 1	...	...	6 —	6 —	8 8	8 8	...	...	16 4	16 4
Shahpura	14 8	14 9	31 —	30 8	8 —	8 —	9 —	9 —	38 —	38 —	24 —	23 —
Western—	13 6	13 —	20 14	21 —	6 4	6 4	7 8	7 8	22 —	22 —	16 4	16 9
Jodhpur	13 14	13 9	...	...	6 13	6 13	10 1	10 1	18 6	17 6	17 6	16 7
Jaisalmer	11 1	11 3	...	...	3 8	3 8	7 —	7 8	...	...	18 —	18 8
Bikaner	12 8	12 —	21 —	21 —	6 15	6 15	8 7	8 7	27 10	27 10	27 10	27 10
Central India—												
Indore	12 —	12 —	21 —	20 —	8 —	7 —	9 —	9 —	24 —	22 —	20 —	20 —
Nimach	13 —	13 —	...	...	8 —	8 —	8 8	8 8	32 —	32 —	18 —	17 —
Gwalior	13 1	13 1	34 3	34 —	6 15	6 15	8 7	8 7	27 10	27 10	27 10	27 10
Punjab—												
<i>Southern—</i>												
Hissar	16 —	16 —	33 —	32 —	...	...	12 —	12 —	33 —	33 —	26 —	26 —
Ferozpur	17 —	17 —	30 —	28 —	...	...	8 —	8 —	32 —	28 —	26 —	26 —
<i>Central—</i>												
Lahore	16 8	16 8	27 8	29 8	...	...	8 14	8 14	30 8	27 8	24 8	22 8
Gujranwala	18 2	18 14	27 8	27 8	...	...	10 8	10 8	23 5	24 —	22 12	23 —
Gujrāt	18 —	18 8	32 —	32 —	...	...	12 —	12 —	25 —	24 —	25 —	23 —
Jhelam	17 8	17 —	25 8	25 8	...	...	9 —	9 —	24 —	24 —	23 —	23 —

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MĀRUA OR RĀGI (<i>Eleusine coracana</i>)	KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAT, OR SUNAGA (<i>Cicer arietinum</i>)	MAIZE (<i>Zea Mays</i>)	ARHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)	SALT		DISTRICTS					
					Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month				
...	18 —	19 —	28 —	28 —	9 8	9 8	11 12	11 12
...	...	16 —	16 —	18 12	18 —	25 —	26 —	11 —*	11 —*	12 —	12 —	
...	18 8	18 12	28 8	28 8	19 6	19 6	31 4	31 4	10 8*	10 8*	12 8	12 8
...	22 8	22 8	19 6	19 6	19 12	19 12	33 12	32 4	11 4	11 4*	13 2	13 2
...	15 2	15 2	19 12	19 12	19 12	19 12	33 12	32 4	10 8	10 8	13 2	13 2
...	19 12	19 12	22 —	22 —	25 18	25 5	8 13	8 13	13 12	13 12
27 11	27 11	25 13	25 13	23 1	23 1	30 1	30 1	9 11*	9 11*	13 6	13 6	
25 —	25 —	...	...	20 —	20 —	27 —	25 —	9 —*	9 —*	12 —	12 —
16 —	16 —	...	...	14 8	14 8	16 —	16 —	8 —	8 —	8 —	8 —
19 —	18 —	...	...	12 8	12 8	...	...	8 —*	8 —*	10 —	10 —
15 —	15 —	15 —	15 —	8 —	8 —	...	...	6 —*	6 —	8 —	8 —
...	...	14 —	14 —	18 —	19 —	21 —	21 —	10 —*	10 —*	13 —	13 —	
26 —	26 —	22 —	22 —	19 —	19 —	22 —	22 —	10 —*	11 —*	13 —	13 —	
...	...	16 —	16 —	20 —	20 —	28 —	28 —	10 —*	10 —*	13 —	13 —	
25 —	28 —	27 —	27 —	19 —	20 —	26 —	26 —	11 —*	11 —*	12 8	12 8	
...	...	19 —	19 —	19 8	21 10	26 4	26 8	10 8*	11 —*	12 —	12 —	
22 —	22 —	13 —	15 —	19 —	19 —	25 —	25 —	10 8	10 —	13 —	13 —	
...	...	18 —	18 —	23 —	23 —	27 8	29 8	10 8*	10 8*	12 —	12 —	
26 —	26 —	22 —	23 —	26 —	26 —	34 —	34 —	11 4	11 4	12 8	12 8	
32 —	32 —	10 —	10 —	22 —	23 —	29 —	30 —	11 —	11 —	12 8	12 8	
...	...	10 —	10 —	21 —	21 —	32 —	32 —	11 —*	11 —*	12 12	12 12	
...	...	...	...	25 4	24 —	43 9	42 2	8 9	11 8	11 13	12 5
...	...	17 10	17 8	32 —	30 —	64 —	64 —	...	8 6	11 12	11 12	
...	...	...	...	16 13	17 2	33 11	31 15	8 —	8 6	12 7	12 12
...	...	...	...	38 8	35 —	54 —	54 8	...	...	11 8	10 12
...	...	18 —	18 —	14 —	14 —	20 —	20 —	12 8	12 8	13 8	14 —	
...	...	15 —	15 —	18 —	18 —	25 —	25 —	...	...	15 —	15 —
...	...	15 —	15 —	18 —	18 —	25 —	25 —	...	...	15 —	15 —
...	...	...	...	15 —	15 —	19 7	20 11	8 5	8 5	13 9	13 9
...	...	...	...	20 8	20 —	29 —	29 —	...	...	16 —	16 —
...	...	...	...	29 —	29 —	57 12	58 —	...	...	12 8	12 8
...	...	...	...	27 —	28 —	...	...	8 —	8 —	12 8	12 8
...	...	...	...	23 —	22 2	37 —	37 —	6 10	6 10	11 14	11 11
...	...	...	...	21 12	22 2	42 2	42 5	...	...	13 9	14 —
...	...	11 14	11 11	22 5	21 2	28 4	27 12	23 9	22 4	15 9	14 11	
...	...	25 —	25 —	29 6	27 12	...	...	25 —	25 —	12 13	12 13
...	...	16 —	16 —	26 4	26 4	...	...	11 5	16 5	13 12	13 12
...	...	19 8	19 8	20 9	21 12	...	...	11 4	11 4	14 4	14 4
...	...	15 —	15 —	21 8	21 8	24 8	24 8	11 4	11 4	15 4	15 4	
...	...	...	...	21 4	21 4	23 15	23 15	18 —	18 —	15 4	15 4
...	...	...	...	24 8	22 8	36 —	35 4	8 —	8 —	14 4	14 4
...	...	...	...	20 —	19 —	...	...	10 —	10 —	15 8	15 8
...	...	...	...	14 —	14 —	...	...	...	...	16 —	16 —
...	...	...	...	14 8	14 8	19 —	19 —	...	...	14 —	14 —
...	...	...	...	17 12	18 —	35 8	35 4	...	...	12 12	12 4
...	...	...	...	18 1	17 8	23 9	22 5	8 2	8 2	16 8	16 8
...	...	...	...	11 4	12 8	...	...	...	...	21 —	21 —
...	...	...	...	21 —	20 —	...	...	8 8	8 8	13 4	13 4
...	...	...	...	24 —	22 —	40 —	35 —	10 8	10 —	12 4	12 —
...	...	...	...	19 —	18 8	...	...	9 8	9 8	14 —	13 8
...	...	19 12	19 12	24 12	24 12	35 6	35 6	10 12	11 8	13 1	13 1	
...	...	...	...	28 —	27 —	32 —	30 —	10 —	10 —	14 —	14 —
...	...	24 8	21 8	25 8	25 8	29 —	29 8	10 4	10 4	15 4	14 8	
...	...	23 —	23 —	27 8	27 8	24 8	24 8	...	...	16 —	16 —
...	...	...	...	25 —	24 8	26 —	26 —	...	...	16 —	15 —
...	...	...	...	24 8	24 —	25 —	25 —	...	...	16 —	16 —

* Husked

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures)

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Panjab—continued												
South-eastern—												
Gurgaon	15 4	15 12	24 8	24 8	...	...	8 —	8 —	27 8	26 8	24 —	24 —
Delhi	15 8	15 8	26 —	26 —	...	...	10 —	10 —	27 —	27 —	22 —	22 —
Rohtak	15 8	16 —	24 —	24 —	...	...	10 —	10 —	28 —	28 —	24 —	24 —
Karnal	17 —	17 8	25 —	25 —	...	...	9 —	9 —	32 —	32 —	22 —	23 —
Submontane—												
Ambala	19 8	18 12	26 8	20 8	...	...	12 8	12 8	34 —	34 —	25 4	20 8
Ludhiana	18 8	19 —	27 —	28 —	...	...	10 8	10 8	31 —	30 —	25 8	25 —
Jalandhar	18 —	19 —	24 —	24 —	...	...	10 —	10 —	29 —	31 —	22 —	20 —
Hoshiarpur	18 8	19 —	24 —	24 —	...	...	10 —	10 —	26 —	26 —	22 —	23 —
Gurdaspur	18 —	19 —	25 —	25 —	...	...	10 —	10 —	24 —	24 —	...	...
Amritsar	17 —	18 —	23 —	24 —	...	...	10 —	10 —	26 —	26 —	24 —	25 —
Sialkot	16 12	17 8	24 —	25 —	...	...	13 —	13 —	26 —	26 —	25 —	26 —
Hills—												
Simla	14 5	13 9	16 14	17 —	...	...	7 8	7 8	21 9	16 —	18 12	14 —
Kangra	20 —	19 —	26 —	26 —	...	...	12 —	12 —	...	...	...	...
Northern—												
Rawalpindi	16 12	17 —	23 —	23 8	...	...	8 4	9 8	24 8	25 —	21 —	21 —
Western—												
Sialkot	18 12	19 8	27 —	28 —	...	...	9 8	9 8	23 —	23 —	23 —	23 —
Jhang	17 —	16 —	22 —	22 —	...	...	10 —	10 —	27 —	26 —	22 —	21 —
Multan	14 4	14 4	21 8	22 —	...	...	12 8	12 8	25 —	24 —	21 8	22 —
Montgomery	16 —	16 —	...	...	...	...	9 —	8 5	23 —	...	21 —	20 —
Muzaffargarh	16 8	16 8	24 —	22 —	...	...	10 —	13 —	23 —	22 —	20 —	20 —
Dera Ghazi Khan	15 —	15 —	23 12	23 12	...	...	10 —	12 8	26 4	26 4	23 12	23 12
N.W. Frontier Province—												
Hazara	14 6	14 2	19 10	19 10	5 —	5 —	9 12	9 12	19 —	19 —	16 —	16 —
Peshawar	17 —	17 —	27 —	27 —	6 3	6 3	9 12	9 12	25 —	26 —	20 —	19 —
Kohat	16 3	15 15	24 9	24 12	5 7	5 12	11 5	11 5	...	...	21 5	21 5
Bannu	22 13	23 7	36 14	33 12	15 10	15 —	16 14	16 4	32 14	32 8	27 8	25 10
Dera Ismail Khan	17 42	17 12	26 7	25 —	5 —	5 —	7 13	7 13	40 —	37 10	29 3	28 6
Sind and Baluchistan—												
Karachi	12 8	12 8	...	...	9 —	9 —	11 —	11 —	19 —	19 —	19 —	19 —
Hyderabad	13 —	13 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	20 —	19 —
Thar and Párkar (Umarkot)	13 —	13 —	...	...	12 —	12 —	13 —	13 —	...	...	15 8	15 8
Bhikarpur	14 8	15 —	...	...	10 —	10 —	14 —	14 —	24 —	24 —	24 8	24 —
Upper Sind Frontier	12 8	12 8	...	...	9 8	9 8	10 —	10 8	26 —	25 —	28 —	28 8
Quetta	{ 12 4	12 —	{ 16 —	{ 16 —	5 —	5 —	8 —	8 —	20 —	20 —	19 —	19 —
{ to 13 4	{ to 13 —	{ 16 —	{ 16 —	5 —	5 —	8 —	8 —	20 —	20 —	19 —	19 —	19 —
Bombay—												
Konkan—												
Karwar	11 11	11 11	...	...	10 2	10 2	11 10	11 2	...	...	...	...
Ratnagiri	10 2	10 2	...	...	8 —	8 —	10 11	10 11	...	...	17 4	17 14
Alibag	8 5	9 2	...	...	9 7	9 —	10 5	9 14	...	...	15 12	15 12
Bombay	8 7	8 7	...	...	6 6	6 6	8 7	8 7	14 11	14 11	14 9	14 9
Tanna	10 15	10 15	...	...	9 4	9 4	10 3	10 3	20 6	20 6	19 13	19 13
Deccan and Karnatak—												
Dharwar	13 6	13 6	...	...	13 6	13 6	14 7	14 7	25 6	25 6	23 15	25 12
Belgaum	14 3	14 3	...	...	12 1	11 9	13 2	12 10	22 13	22 13	23 6	24 6
Satara	12 11	11 10	...	...	7 15	7 15	9 7	9 7	21 14	23 5	20 2	21 8
Sholapur	18 10	18 10	...	...	10 8	10 8	11 11	11 11	33 15	35 12	32 3	33 15
Bijapur	18 —	18 —	...	...	11 6	11 6	12 3	12 3	32 14	34 11	39 6	37 8
Poona	10 6	10 6	...	...	8 2	8 2	9 3	9 3	25 5	25 5	21 2	21 2
Khandesh and N.E. Deccan—												
Ahmadnagar	14 8	13 1	...	...	8 14	8 14	9 13	9 13	26 2	30 4	23 6	23 6
Násik	14 —	13 5	...	...	8 12	8 12	10 8	10 8	...	...	21 —	21 —
Dhulia	11 9	11 9	...	...	7 6	7 6	9 6	9 6	24 —	24 —	21 12	21 12
Gujarat—												
Surat	12 15	13 7	...	...	7 14	8 5	9 4	9 4	18 9	19 —	19 —	19 —
Broach	13 —	13 —	...	...	8 —	8 —	10 —	10 —	25 —	25 —	18 —	20 —
Kaira	16 —	16 —	...	...	7 8	7 8	11 —	11 —	27 8	27 8	21 —	21 —
Baroda	13 —	13 —	...	...	9 —	9 —	10 —	10 —	22 —	21 —	18 —	18 —
Ahmadabad	16 —	16 —	...	...	7 —	7 —	10 —	10 —	28 —	28 —	19 —	19 —
Godhra	11 8	12 —	...	...	9 8	9 8	10 8	11 —	...	...	21 —	23 —
Disa	17 —	16 8	...	...	7 —	7 —	8 8	8 —	24 12	26 —	21 —	20 8
Káthiawár—												
Rajkot	...	18 —	...	...	7 8	6 —	10 —	8 8	26 8	25 —	20 —	20 —
Central Provinces—												
Western—												
Nimar	13 1	13 1	...	...	5 13	5 13	11 —	10 14	26 7	26 7	...	...
Asiagurh Cantonment	...	...	...	...	...	...	...	...	...	...	...	...
Hoshangabad	14 —	14 11	...	...	6 4	6 4	10 12	10 11	19 3	19 6	...	...
Betul	14 10	14 10	...	...	...	...	9 10	9 10	25 6	25 6	...	...
Chhindwára	16 14	16 14	...	...	10 —	10 —	13 6	13 6	23 —	28 13	...	...
Nagpur	15 —	15 —	...	...	10 —	10 —	12 8	12 8	20 11	20 11	...	...
Wardha	16 —	12 13	...	...	6 6	7 1	10 10	9 2	21 5	21 5	...	...